TWO SHILLINGS AND SIX

LONDON SHOW REPORT

DAY











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STAND 369

MOTOR SHOW

DEPT. A, AUTOMOTIVE PRODUCTS CO. LTD., LEAMINGTON SPA. WARWICKSHIRE

Autocar

24 OCTOBER 1958 LONDON SHOW REPORT

A message to readers from

Mr. REAY GEDDES O.B.E.

PRESIDENT OF THE SOCIETY OF MOTOR MANUFACTURERS AND TRADERS



Managing Director, Dunlop Rubber Co., Ltd.

HE growing demand for the products of the British motor industry throughout the world provides an encouraging setting for the 43rd International Motor Exhibition, which opened at Earls Court on 22 October.

The motor industry has long held its place as Britain's principal exporter, and is bent on recovering, in the near future, its former distinction as the world's leading supplier of motor vehicles.

The drive to increase penetration into export markets, and particularly into Europe, assumes greater significance in the light of the possible advent of a European Free Trade Area.

This vast single market is regarded as a challenge and an opportunity by our industry. It is the market which offers the greatest promise for a substantial increase in overseas sales during the next few years, and the motor industry is sparing no effort to strengthen and consolidate its position, in readiness for the day when the tariffs begin to come down. The visible evidence of this lies in the marked tendency for the design of our cars to cater for European tastes, and in the close attention which is being paid to after-sales service facilities for the Continent.

But Europe is only one of the areas in which competition is becoming ever keener, and in which the great prizes will be won by the countries which are most whole-heartedly behind their exporters' efforts. For reasons which are well-known, this country has felt obliged to reduce the total production of cars by taxation designed to restrict home demand. None of the foreign motor industries with which ours competes is subject to similar restraints, nor the uncertainties with which the industry is surrounded as it plans ahead.

Our taxation system still treats the motor-car as a luxury and as a source of revenue, but it is sincerely to be hoped that under present and future conditions the Government will be able to adopt a more encouraging attitude to a great exporting industry and, at the same time, regard the spread of car ownership at home as a desirable objective in itself.

Around the Stands 586	Tools and Equipment \$32	Ross and Views 052
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Stand



by Stand



THE SHOW

LARGEST international exhibition of its kind, visited last year by nearly half a million people, the London Motor Shew at Earls Court contains over 300 different cars. There are 33 makes from England, 14 from the United States and Canada, 7 each from France and Germany, 4 from Italy and 1 each from Holland, Switzerland and Czechoslovakia.







New A.C. Ace hardtop Alfa Romeo Spyder 2000



A.C.

165

NEW AND seen for the first time is the red Ace with detachable hard-top. There are no major mechanical modifications to the Ace and Aceca, which are very fine, high performance sports models of international repute. On show are two examples of each model, and of each pair, one is fitted with the A.C. engine and the other with the Bristol unit. As about 90 per cent of A.C. cars are exported, mainly to the U.S.A., it is not surprising to see two of the cars with left-hand drive.

mainly to the U.S.A., it is not surprising to see two of the cars with left-hand drive. In addition there is an exhibition Ace chassis fitted with a Bristol engine. This power unit is designated the 100D2, producing 125 b.h.p. in standard form with a compression ratio of 9 to 1. The Ace-Bristol on show is fitted with a glass fibre hardtop which is offered for the first time. Also incorporated is a curved screen,

fitted in response to requests from owners.

The A.C.-engined Ace and the Bristolengined Aceca are both finished in off-white with red leather interior, and the Ace has the optionally extra curved screen.

A.C. Cars, Ltd., Thames Ditton, Surrey.

Alfa Romeo (Italy)

MOST INTERESTING of the Alfa Romeo models is the new 2000 Spyder, with coachwork by Touring of Milan, now making its first appearance in this country. The concessionaires, Thomson and Taylor of Brooklands fame, also display four Guiliettas. The Sprint coupé and Sprint Veloce have coachwork by Bertone, there is a Spyder by Farina, and a T.I. saloon with an Alfa Romeo body. The new 2000 Spyder is a two-four seater of unit construction. It is but 4ft 4in high with the



CARS OF ALL NATIONS



Alvis 3-litre convertible



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Interior-Alvis 3-litre, a full four-seater

hood up, and particularly good forward vision is provided. The engine is a tuned version giving 115 b.h.p. at 5,800 r.p.m., which is reputed to give the car speeds up to 112 m.p.h. The engine is a four-cylinder, and the chassis has independent front suspension with coil springs and wishbones, pension with coil springs and wishbones, and orthodox rear beam axle also with coil springs. The hydraulic brakes operate in bi-metal drums with two leading shoes at the front. The synchromesh light alloy gear box has five speeds, of which fourth is direct, and a floor-mounted gear lever.

The Giulietta range is already well known, but without doubt will continue during the Show to attract the appreciative attention which it deserves. Improvements

attention which it deserves. Improvements to the Sprint coupé include a b.h.p. increase from 65 to 80, giving a maximum road speed of over 100 m.p.h. The car also has new radiator grille and a number of detail changes. A floor-mounted gear lever is now

standard. The Farina Spyder remains unaltered except for detail improvements, but it also has the 80 b.h.p. engine. Thomson and Taylor (Brooklands), Ltd., Oyster Lane, Byfleet, Weybridge, Surrey.

OF SPECIAL interest to the connoisseur, the newly introduced Park Ward-bodied Alvis is at its first Motor Show. Since last year, modifications to the chassis have allowed greater leg room for driver and all his passengers. A Borg-Warner automatic gear box can be fitted in place of the four-speed synchromesh unit. The Alvis is well suited to long distance touring, and special attention has been paid to seat comfort, visibility and luggage accommodation.
The steering wheel is adjustable for length. and the instruments are grouped con-veniently in the centre of the veneer

A saloon finished in blue with off-white

leather upholstery accompanies a drop-head model painted green. The detail work on both cars is excellent and deserves close examination. The price has remained unchanged. Alvis, Ltd., Holyhead Road, Coventry.

Armstrong Siddeley 158

ONE OF the few British cars to be equipped with power-assisted steering, the Star Sapphire is a high class luxury saloon. It has a new, 3.9-litre engine with a gross power output of 165 b.h.p., which should put the car well into the 100 m.p.h. class. To match this performance, disc brakes are fitted at the front, and the system is assisted by a varyum serve. assisted by a vacuum servo.

An example of high quality workman-ship, the interior has a fine leather covering the seats, and there is a profusion of polished walnut veneer. In addition to the normal heating and demisting equipment in the front compartment, a completely

Armstrong Siddeley Star Sapphire





Martin Mk. convertible



at the show

Austin A.35



Austin A.55



Countryman

Metropolitan 1500



separate unit is fitted for, and is under the control of, the occupants of the rear seat, The steering wheel has an extensible column and the instruments have ultraviolet ray lighting; carpet lines the large luggage locker, and there is a separate compartment for the spare wheel. The Sapphire 346 limousine on the

stand, in two-tone green, with leather-covered upholstery in the front and fawn cloth in the rear compartment, is fitted with a 3.4-litre engine and synchromesh gear box.

astrong Siddeley Motors, Ltd., Parkside, Coventry.

Aston Martin

FOR THE first time three different types of Aston Martin will be on display at Earls Court although, sadly, the company is not this year showing any Lagonda cars. However, the Lagonda has not been abandoned, and a new model of advanced design and high performance is known to be on the way. The three Astons are the new 3.7-litre DB4, a Mark III saloon, and a Mark III drophead coupé. Also on the stand is one of the new 3.7-litre engines. The DB4 has an imposing two-door, four-seater sports saloon body originally styled by Touring of Milan and built in this country by Tickford; it is finished in pale primrose with black upholstery and grey roof lining. The Mark III occasional four-seater saloon is shown in blue, with blue-grey upholstery and blue carpets, and the drophead is in sea green with white-gold upholstery.

Attention naturally is centred on the new DB4 close-coupled four-seater. The model is expensive, costing nearly £4,000 to the British buyer, but at a basic price of £2,650 a car of this class and performance should have a bright future. Extremely fast, it is reported to have outstanding road holding and brakes. On 2 October, six officially observed runs in succession, from rest to 100 m.p.h. and back to rest, gave a mean figure of 27.2 sec. for this performance.

There are one or two changes in the standard (162 b.h.p.) Mark III including a new hydraulic booster for the braking system, the availability, at extra cost, of a special three S.U. carburettor head, 3-litre engine (195 b.h.p.) or, for competition purposes, a similar engine with three dual Weber carburettors. The standard car may also be specified with a twin exhaust system, to the advantage of maximum power at high r.p.m. The Mark IIIs have Girling disc brakes in front; the DB4, Dunlop discs all round.

Aston Martin Lagonda, Ltd., Hanworth Park, Feltham, Middlesex.

Austin

FOLLOWING ITS first Show appearance at Paris, the new A.40 provides the British motorist with some idea of what Italian styling—by Pinin Farina in this case—can do with an English production design. The rear opening door, giving direct access to the body interior, drops down to a near horizontal position. The rear seat can be easily reached, as the side door opening is larger than is usual with a car of such size. The A.40 is of special interest to the owner who requires a small, economical vehicle with a lively performance and, on occasions, more than average load carrying space. Four A.40s are on the Austin stand, two of them as turntable exhibits, and one is equipped to export specification with left-hand drive, kilometre speedometer and the like.

One A.35—a two-door saloon in speed-well blue, with blue leather upholstery—is shown; there is also an A.35 Countryman

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to be seen on the Fisher and Ludlow stand (101).

The popular and very efficient A.55, which has a 1,500 c.c. engine, is shown in two colours, a blue car fitted with a sliding roof, and a two-tone grey model with left-hand drive. The A.55 can be had with a name unive. In e 12.55 can be had with a floor-mounted gear lever instead of the column mounted change. Like other Austins, it is offered in standard and de luze versions. The separate front seats are well shaped and comfortable, and there is good leg room at the rear. good leg room at the rear.

good leg room at the rear.

Largest cars on the stand are the two six-cylinder A.95s, one a standard saloon in grey and green, fitted with Borg-Warner overdrive which is an optional extra, the other a Countryman in two-tone green. Both are sturdy, well-built cars, capable of a good performance coupled with a very reasonable fuel consumption. The saloon sets an example by having a 16-gallon capacity fuel tank as well as plenty of lugage accommodation. The Countryman is fitted with heavier tyres and stiffer springs fitted with heavier tyres and stiffer springs than the saloon.

Adding a trans-Atlantic touch to the stand, the open model Metropolitan has the B series 1,500 c.c. engine and a threespeed gear box. Its compactness and rapid acceleration make it a convenient car for

city use. Co., Ltd., Longbridge, Austin Motor Birmingham.

Austin Healey

ONE OF the eye-catching exhibits at Earls Court this year is a specially trimmed and finished Austin Healey 100-Six; the ivory bodywork reflects the metal fittings, each piece of which is gold-plated, and the interior is trimmed in Chinese Red leather and mink. Apart from the outstanding finish of the car, it is a standard chassis. For more conservative tastes there are two other 100-Sixes, one in primrose and black, the other with a black and red décor. This car has a reputation for long legs on the open road, and has good road-holding qualities — Austin Healey won the team prize in this year's Liège-Rome-Liège Rally and came fourth in general classification.

The smaller Sprite, introduced earlier

The smaller Sprite, introduced earlier this year, offers sporting motoring at reasonable cost. The 948 c.c. engine has twin S.U. carburettors. Only the open model is produced, and there are two examples on the stand. A Sprite chassis in Show finish gives the technically minded an opportunity to examine the engineering

layout.
Donald Healey Motor Co., Ltd., The Cape, Warwick.

Bentley

A PARK WARD convertible, with elec-trically-operated hood, is the star of the Bentley stand. Its perfectly balanced and flowing lines command admiration, and the finish, in two tones of blue with off-white hood and upholstery, suits the car per-fectly. It is one of the few cars on which white-wall tyres really seem to be justified.

This is one of three exhibited versions of the Bentley Continental. Others are the two-door Park Ward saloon in velvet green

over sage green with green upholstery, and the red Flying Spur by H. J. Mulliner. Completing the display is an example of Bentley's standard saloon, the Series S. All the cars exhibited feature the option-ally extra power-assisted steering, and on the Series S and the Park Ward convertible the windows are electrically operated— another extra, priced at nearly £100 including purchase tax. The most expensive car



Aston Martin's primrose Mark IV showpiece



Berkeley Foursome

Austin A.40



on the stand is the Flying Spur, which costs £8,033 including tax (£5,355 basic). All the cars are powered by the six cylinder 4,887 c.c. engine with overhead inlet and side exhaust valves, and a com-pression ratio of 8 to 1. Automatic transmission is, of course, standard equipment on all models.

Bentley Motors (1931), Ltd., 14-15, Conduit Street, London, W.I.

Berkeley

BERKELEY HAVE four cars on show, comprising a brace of two-seaters and also

two new four-seaters; each pair is shown with a hard top and the normal soft top. All are fitted with the three-cylinder Excelsior engine of 492 c.c. This is a petroil two-stroke, fed by three Amal carburettors and developing nearly 30 b.h.p. at 5,500 r.p.m. The gear change has a central lever which prince hack to the same position after each The gear change has a central lever which springs back to the same position after each gear selection. A coloured light indicates neutral; the whole box operates in reverse when the engine is stopped, then restarted to run in the opposite direction of rotation. The cars appeal in part owing to their attractive lines, and also because they perform very well in relation to engine size. They provide a pleasing mixture of sport-



CARS at the show

Austin-Healey-Sprite



Austin-Healey 100-Six



Bentley Continental Convertible







ing character with the overall economy in running which is the mainspring of the modern miniature car.

Berkeley Cars, Ltd., Hitchin, Biggleswade,
Bedfordshire.

BMW

128

A.F.N., LTD., the concessionaires, are showing three BMWs in company with one of their own cars. The most impressive to look at is a 507 in silver blue. This sive to look at 18 a 30/ in suver once. I ms is the powerful vee-8 coupé, very low built, fast and stable, and with particularly good engine flexibility throughout the speed range. All BMW cars are unusually well made, and therefore not cheap; the beautiful 507 model is the most expensive.

Also having fine lines is the maroon and beige 503 coupé, similar in several respects to the 507 but fitted with full saloon coachwork; although large, the car has a sporting appearance. Less expensive, but still in the high quality class, is the 502 saloon, that on the stand being finished in an attractive grey-green. This model is of conservative appearance but is a high performance car with the 3.2-litre vee-8 engine.

On all the models the high standard of finish of the coachwork as a whole, and of the underbonnet area, is worth an appreciative inspection.

A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex.

Borgward (Germany)

DIFFERENCES IN the Borgward range since last year affect only the Isabella 60, T.S. and T.S. de luxe. These cars have modified rear wings incorporating revers-ing lights, slightly larger luggage lockers, swivelling quarter light windows, and a smaller form of the familiar diamond motif in the grille. The fuel tank capacity also has been increased. The Isabella Combi estate car and T.S. fixed head coupé remain unchanged, but the latter is now available with tail fins for a small extra charge. The Borgward models are soundly built, to a good basic specification. In a road test during the year the Isabella T.S. proved to have a quite exceptional combination of high speed with fuel economy.

However, the Isabella coupé will almost certainly be regarded as the most attractive car, having long, low lines, reclining individual front seats, two-tone paintwork, and a number of detail fittings characteristic of expensive models. Carl F. W. Borgward

arl F. W. Borgward G.m.b.H., c/o Metcalfe and Mundy, Ltd., 280, Old Brompton Road, London, S.W.S.

Bristol

151

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TWO EXAMPLES of the Bristol 406, introduced only two months ago, are among the new cars at Earls Court. Aero-dynamically styled and beautifully finished, the new 406 is a compact, high performance quality car. Among the changes in specification from that of its predecessor—the 405-are increases in bore and stroke to raise the engine capacity from two litres to 2,216 c.c., the fitting of Dunlop disc brakes on all four wheels as standard, and an improved method of rear axle location.

Reutter reclining seats with folding headrests are provided, and the interior appointments are to a very high standard. In its new form the Bristol offers additional luxury and refinement, but at a cost of almost £3,000 basic (£4,493 including tax), it is strictly a car which is reserved for those to whom price is a secondary consideration.

Bristol Cars, Ltd., Filton House, Filton, Bristol.





Chrysler 300E Convertible

Bristol 406



Citroën D.S.19

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D.A.F.

Buick (U.S.A.)

STYLE LEADERS for 1959 are the latest Buicks, looking from above, with their flared decks at either end, more like aircraft carriers than cars. There are three ranges—the Le Sabre (cheapest), the Cadillac (U.S.A.) Invicta (the most spirited) and the Electra (the most luxurious). Le Sabre, which has a 250 b.h.p. vee-8 engine of just under

six litres, is not represented on the stand. The other two cars share a common design of power unit—a massive vee-8 of 6,570 c.c. giving 325 b.h.p. (gross). Dynaflow automatic transmission is standard except on Le Sabre.

Representing the Invicta range is a dashing convertible, in Wedgwood blue, that no film star would be ashamed to own. Its great length is accentuated by a simple flash along either flank, stretching from head lamps to tail lamps. The Electra shown is a four-door saloon with a vast window area beneath an almost flat roof. This roof lips over the top of the rear panoramic rear window by a few inches— a new style common to other new General a new style common to other new General Motors products, which is bound to set something of a precedent in Detroit. The Buick acrylic finish is said to be consider-ably harder than hitherto, and to require no wax-polishing for a long period from new. It goes without saying that these cars

are equipped with almost every modern aid to passenger comfort and entertainment as well as ease of driving.

Lendrum and Hartman, Ltd., Buick Works, Old Oak Lane, London, N.W.10.

138

THESE ARE the prestige cars of the General Motors Corporation, and no attempt is made to conceal their vast bulk. Extravagant fins at the rear are styled to keep step with the jet-and-rocket age. All Cadillacs are powered by vee-8 motors of nearly 6½ litres, developing some 325 (gross) b.h.p., and have automatic transmission as standard equipment. Their standard of finish is high, and they com-bine very comfortable and silent travel with all transatlantic luxuries such as powerassisted driver controls, and electric opera-tion of windows and front seat adjust-

The two cars exhibited are a Fleetwood saloon in dark blue and a sedan-de-ville in black over light grey.
Lendrum and Hartman, Ltd., Buick Works,
Old Oak Lane, London, N.W.10.

Chevrolet (Canada) 137

ON THIS stand are two 1958 cars and one 1959. The new model is an Impala four-door saloon (the manufacturers term

it a sedan hardtop), painted in yellow-green. Its engine is a 4,637 c.c. vee-8, having the same bore-stroke dimensions as the sports Corvette and producing 185 b.h.p. The Impala has a considerably wider wheel track than the 1958 cars— just over 5ft at the front—and overall width is 6ft 8in. The car exhibited has Powerglide automatic transmission, power brakes and power steering.

The new Chevvies have optional air sus-pension as well as increased braking power pension as wen as increased visiting penalty and endurance. Front seat width is greater by almost 5in, to measure 5ft 6in. Of the styling, the manufacturers say: "At the syling, the manufacturers say: "At the rear, horizontal wings branch out from the centre of the deck in a simulation of mobility that might have been conceived in the sands of Cape Canaveral." Total glass area is greatly increased; head lamp mountings have been lowered by 7in. Like other U.S. makes, the Chevrolets now are finished in a new acrylic body surface.

Both the other cars are 1958 Bel-Air four-door sedans, one fitted with a valve-in-head six-cylinder engine of 3,860 c.c. (145 b.h.p.), the other having a similar engine to the Impala. The latter is finished in Dover white over Seaforth green, while

the six-cylinder car is in silver grey. General Motors of Canada, Ltd., c/o General Motors, Ltd., 23, Buckingham Gate, Lon-don, S.W.l.

Chrysler (U.S.A.)

139

PIÈCE DE RÉSISTANCE of the Chrysler Corporation's products, the Imperial is a magnificent car which is in direct competition with Ford's Lincoln Continental and General Motors' Cadillac. For 1959, it is only superficially changed in styling, its main body form remaining similar to its main body form remaining similar to that introduced two years ago. It has, however, a new frame and a lowered floor. This year it boasts a new and larger vee-8 engine of 6½ litres developing some 350 b.h.p. on a compression ratio of 10 to 1. The Imperial is fitted with TorqueFlite three-speed automatic transmission have the state of the three-speed automatic transmission having push-button selection, as well as power assistance for steering and brakes. The car shown is a Le Baron four-door Southampton hardtop with left-hand drive. It is painted Empress blue and Landau black and trimmed in pleated leather. The windows are electrically raised and lowered, and the front seat has powered six-way adjustment. An automatic signal-seeking radio is installed. Perhaps the most impressive of all the

Perhaps the most impressive of all the Americans to European eyes is the Chrysler 300 E convertible, a rugged, high-performance car distinguished by particularly aggressive front end styling with a steep forward rake to the radiator grille. The engine is the same size as that of the Imperial, but two four-barrel carburettors contribute to a considerably greater power output. The 300 E also has TorqueFlite transmission and powered controls. The equipment includes swiveling front seats to ease entry and exit for Perhaps the most impressive of all the ing front seats to ease entry and exit for white. The Windsor, Saratoga and New Yorker ranges of Chryslers are not represented this year.

Chrysler Motors, Ltd., Mortlake Road, Kew Gardens, Surrey.



Daimler 3.8-litre Majestic



Daimler DK 400







De Soto Fireflight





Ferrari 250 G.T. Cabriolet



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Facel Vega HK 500

Citroën (France)

150 AN EYE-CATCHING display piece on the Citroën stand is the artistic D.S.19 body shell mounted on a pedestal, showing off its elegant lines to the best advantage. In this the wheel arches and the underbelly are filled in to give unity. The 2-litre Citroens are still far more advanced in line than the majority of their competitors, and form a with hydraulic power assistance for brakes, steering, gear selection and suspension control, is displayed in white.

A newcomer to Earls Court is the I.D.19,

which has only reached the production stage in the British assembly plant during this year. The I.D. has the same hydraulically controlled pneumatic suspension as the D.S., but its other controls are conventional. Although less luxuriously equipped, it is still a very comfortable long-distance touring car for five. The Show car is coloured red, with a thunder-grey top and interior trim in red and grey, real hide being used for the seats. This year there is no space on the stand for the little 2 c.v. utility car, also produced at Slough.

Citroën Cars, Ltd., Trading Estate, Slough, Bucks.

D.A.F. (Holland)

FOLLOWING ITS introduction at the Amsterdam Show last February, the D.A.F. now makes its first appearance in London, prior to production next spring. The most interesting feature of the car is the Variomatic transmission which, in effect, gives fully automatic transmission without appreciable power loss—and provides it cheaply. The Variomatic system has two pairs of pulleys, each joined by a vee-belt and each driving one rear wheel independently of the other. Each pulley is in two halves, one of which slides so that the effective diameter of the pulley as a whole can vary, automatically changing the ratio of the transmission. Variation in diameter of the front pulleys results from the movement of centrifugal weights, and the rear pulleys vary in size against spring pressure. This pretty, four-seater saloon is the first car of Dutch manufacture to be introduced for many years. The aim initially is 200 cars a day. In Holland its low price and run-

ning costs are of prime importance.

During the period of the Amsterdam Show members of The Autocar staff visited the D.A.F. factory at Eindhoven and had the opportunity of driving the prototype; the behaviour of the car suggested then that the model should have a bright future. Van Doorne's Automobielfabriek N.V., Eindhoven, Holland.

Daimler

DOMINATING THIS stand is an example of the 3.8-litre Majestic saloon, which was announced last July, placed on which was announced last July, placed on a turntable. Exterior finish is mushroom and cream, the interior being finished in ivory-coloured leather, with black piping. On the floor of the stand is a second Majestic, in black with beige leather, equipped to export specifications. The Majestic is capable of fine acceleration, with a maximum content of 100. Majestic is capable of fine acceleration, with a maximum speed in excess of 100 m.p.h. The body is very roomy and comfortable; the rear seat is especially wide, and legroom is plentiful. The fine interior appointments are typical of this oldestablished manufacturer. Automatic transmission is standard equipment on the Majestic, as are disc brakes at front and rear.

Also on the Daimler stand is a 4.5-litre DK.400/A limousine, which has the dis-tinction of being Britain's largest car in



Fiat 500 convertible



Fiat 1200 Gran Luce

Ford Consul convertible



production today, being over 18ft long and 6ft 5in wide. The level of the floor has been lowered, and the pedals have been repositioned, giving more seating and legroom in the driving compartment. A sliding glass partition separates the driver from the rear seat passengers.

Daimler Co., Ltd., Radford Works, Coventry.

De Soto (U.S.A.)

THIS CHRYSLER Corporation range has only one representative, a 1959 Diplomat de luxe two-door sports coupé hardmat de luxe two-door sports coupe hardtop painted in the romantically sounding
colours of Bittersweet and Palomino beige.
The De Soto has "dart line" styling and a
moderately restrained grille form. This
example is powered by a 5.2-litre vee-8
motor, although larger and more powerful
engines are optional. It has three-speed
automatic TorqueFlite transmission with
push-button selection and power-assisted
brakes.

The window area has been increased for 1959, and in the car shown there is an unbroken opening when the side windows are lowered. Like all other Chrysler products, it has torsion bar front suspension which has benefited from some recent

developments, and on option is a composite rear suspension comprising air springs (with a height control valve) and conventional half-elliptic leaves. The system is powered by an engine-driven compressor.

Dodge Bros. (Britain), Ltd., Mortlake Road,
Kew Gardens, Surrey.

Dodge (U.S.A.) 140

STATION WAGONS have an ever wider appeal across the Atlantic, and the Dodge Kingsway Custom three-seat sports Suburban on this stand is a typical example. The third seat faces to the rear, and is entered over the hinged tail gate. This left-hand drive vehicle, in white and red, is fitted with an economical sixcylinder, side-valve engine named the Get-away, its capacity being about 3½ litres. It has PowerFlite two-speed auto-

matic transmission with push-button selection, and servo-assisted brakes.

The second exhibit is a Custom Royal four-door saloon with right-hand drive, coloured pewter and silver, and powered by a Ram Fire vee-8 engine of six litres, fed by a two-barrel carburettor. This Dodge has a three-speed TorqueFlite automatic transmission controlled by push buttons, and servo-assisted brakes. Power steering is not fitted to this car, since it is not available for right-hand drive ver-sions. The Dodges have raised eyebrows over their paired head lamps, and a massive bumper serves also as the lower feature of the scaling inter sille.

frame of the radiator inlet grille.

Dodge Bros. (Britain), Ltd., Mortlake Road,
Kew Gardens, Surrey.

Facel Vega (France)

126

CERTAINLY ONE of the most imposing sports saloons in the show is the French Facel Vega, the only large-engined car still manufactured in France. The car displayed manufactured in France. The car displayed is a turquoise HK 500 coupé, trimmed in white-gold English leather. It is fitted with the new Chrysler Typhoon VII engine, a vee-8 of some six litres developing 360 b.h.p. (gross) at 5,200 r.p.m. This enormous power is balanced by the latest type of Dunlon disc brakes (an optional extent of Dunlop disc brakes (an optional extra), and the speed and acceleration potentials of the car are quite tremendous—for it can top 140 m.p.h., and reach 100 m.p.h. from a standing start in 18sec, all with a very high degree of mechanical refinement and

This car is made by a firm of very high repute as coachbuilders, so that the general standard of finish is in the highest class. The show car has right-hand drive, and is fitted with a Pont à Mousson synchromesh four-speed gear box. The long-wheelbase, four-door Facel Vega known as the Excellence is not displayed, but one of these very impressive vehicles is in attendance at Earls Court for demonstration runs. Excellence is produced in very small numbers, and is naturally somewhat more costly than the HK 500.

Facel, S.A., c/o H.W. Motors, New Zealand Avenue, Walton-on-Thames, Surrey.

Ferrari (Italy)

AMONG THE most interesting exhibits for sporting enthusiasts are the Ferraris shown by Mike Hawthorn's Tourist Trophy Garage, who are—not surprisingly—the Ferrari concessionaries. Both cars are 250 Gran Turismo coupés, one white, the other a blue tigullio with a slight metallic sheen.

Beneath the Pinin Farina coachwork of each car lies a 3-litre, vee-12 engine giving 240 b.h.p. (nett) at 7,000 r.p.m. at a compression ratio of 8.5 to 1. The twin o.h.c. unit is fed by three dual Webers, and the power is transmitted through a four-speed all-synchromesh gear box. Suspension is all-synchromesh gear box. Suspension is orthodox; independent at the front with coil springs, half-elliptic springs at the rear. The design is carefully calculated in the Ferrari manner—but no one has yet managed to complete the formidable task of working out the total British price.

Tourist Trophy Garage, Ltd., East Street, Farnham, Surrey.

Fiat (Italy)

THERE ARE five models being shown by the London branch of Fiat, Italy's largest car makers. They are a 500 convertible in light green; a grey 600 hardtop; a two-tone ivory and red 1100 hardtop; two-tone ivory and black 1200 Full ight; and an ivory and grey 1900 Light; and Full Light.

Several improvements have been made Several improvements have been made to the standard 500 since last year, including a power increase of 2 b.h.p., winding windows, an upholstered rear seat, improved lighting controls, polished aluminium wheel discs, and additional exterior trim. The car is, of course, rear-

engined, the unit being a four-stroke, aircooled vertical twin giving 16.5 b.h.p. at 4,000 r.p.m. Much use is made of light alloy, including for the cylinder head and crankcase. The Milleduocento, as the talians call it, has not appeared previously at Earls Court; the Full Light version of this 1?00 saloon now replaces the discontinued 1!00 TV.
Fiat (England), Ltd., Water Road, Wembley, Middlesex.

Ford

RECGRD PRODUCTION figures totalling 223,100 vehicles in the first six months of this year were announced by Ford just before the Show, and at the same time it was declared that the existing range would continue without alteration.
With the exception of the Escort and the
Consul and Zodiac estate cars, the entire range is represented by 12 cars all painted in different colour schemes available to buyers.

At the bottom end of the scale is the Popular, which at £295 basic is still Britain's cheapest car of conventional design, and which is claimed to be the cheapest four-cylinder car in the world. The Anglia is shown in Dover white, and there is a de luxe Anglia in blue—the only car on the Ford stand with left-hand drive. The Prefect and Prefect de luxe are there

in beige and blue.

Considered by many to represent the best value obtainable in its class on the British market, the Consul is shown in grey with p.v.c. upholstery, and a de luxe model has the roof finished in green, above Dover white. Among the six-cylinder models, the red Zephyr has the optionally-extra overdrive, and the Zodiac saloon has automatic transmission. As mentioned above, the most expensive car of the Ford range—the Zodiac estate car—is not exhibited on this stand, and the dearest car shown is consequently the yellow and

car shown is consequently the years and black Zodiac convertible.

Those who wish to make a close inspection of particular models will do well to call also at the specialist coachbuilders' stands. Full details of the exhibits are given later in this review, but briefly the saloons are to be found on Briggs stand (95); conwertibles on Carbodies stand (100); and Abbott are showing the estate cars (96). Inspection of the estate cars reveals a recent change—these models are now finished in a choice of dual colour schemes,

as standard.

Ford Motor Co., Ltd., Victory House, 88,
Regent Street, London, W.1.

Ford (U.S.A. and Canada) 131

DURING THE past year the trim little (comparatively speaking) Ford Thunderbird has grown in size to a rather large and voluptuous vertebrate with more exotic plumage; it is now a full four-seater, and for 1959 has a 5.8-litre V8 engine developing some 300 b.h.p. This engine is notable for the fitment of hydraulic tappets. It has a four-choke carburettor and a compression ratio of 10.2 to 1. Among the extra fittings are automatic transmission with a dual range, and power assists for brakes and steering. Electric seat adjustment and window control are likewise supplied at additional cost. This model is made in the U.S.A., with left-hand drive only. From Canada—and with right-hand drive—comes the V8 Fairlane 500 Town

Sedan. This also has hydraulic tappets, but the engine capacity is 5,441 c.c., giving 240 b.h.p. It is said to have improved fuel economy, and increased power



THE AUTOCAR, 24 OCTOBER 1958

Ford Anglia de luxe



Ford Squire estate car



Ford Zodiac





CARS

at the show

in the 30-70 m.p.h. range. It has Cruise-O-Matic dual range automatic transmission (not a standard installation) and powerassisted steering and brakes, also optional at extra cost. The Ford styling has not had a substantial change since last year, but nad a substantial change since last year, but there are obvious detail changes which enable one to distinguish the 1959 cars from their forebears. The makers have this to say: "The 1959 selling theme is good taste, a result of a consumer demand for more elegance and dignity in automotive styling as opposed to gaudiness and extremism." A significant trend is the great increase in window area.

Edsels are not shown on a stand this

Edsels are not shown on a stand this year, but there is a grey and white 1959 Edsel Corsair four-door hardtop (that is, without central window pillars) on view in the demonstration bay at Earls Court; it can be seen by request at this stand. Also "below decks" is a Canadian Ford sixpassenger County Sedan shooting brake. Lincoln Cars, Ltd., Great West Ros Brentford, Middlesex.

Frazer-Nash

WHILE A.F.N., LTD., have enjoyed fame for many years as builders of Frazer-Nash sports cars, the company's main business at the moment is in acting as concessionaires for high quality imported models. The BMW cars, which have been described earlier in this section, are an example, and Porsche are also looked after

by A.F.N.
The only Frazer-Nash car on view this year shares the A.F.N. stand with the BMWs, and is the vee-8 Continental fixed head coupé. This beautiful little high speed sports car uses the BMW power speed sports car uses the BMW power unit which is common to the very fast 507 BMW. Car and engine are unusually well built, with little regard to cost. The engine couples high power output with extreme smoothness and flexibility throughout the range. The car on show is finished in white. A.F.N. are not showing DKW this year, but they continue to provide this car for the British market. A.F.N., Ltd., Falcon Works, London Road, Isleworth, Miadlesex.

A NEWCOMER to the small sports car field, the Friskysprint makes its first public appearance finished in white with a blue stripe, in the style of the American national racing colours. The three-cylinder air-cooled 492 c.c. Excelsior engine is mounted transversely in the frame behind the two bucket seats, and the final drive is by a roller chain. Unlike the Friskysport, the rear wheels are at full width and independently sprung—a swing axle layout being used—and also a differential is fitted. The body is made of resin-bonded glass fibre, and the Perspex screen is wrapped round to merge with side screens of similar material on the drop-down doors.

A single wishbone independent front suspension is used, and this type is also introduced on the Friskysport. There are two exhibits of this model, a red convertible and a hard top coupé finished in blue with a white top. Fore and aft adjustment is now provided for the seat; and the back rest is arranged to hinge forward for easier access to the rear engine cowling.

Frisky Cars, Ltd., Park Lane, Wolverhampton, Staffordshire.



Hillman Husky



Hillman Minx III convertible



Meadows Frisky coupé

Goggomobil (Germany) 171

OF PRIMARY interest on the Goggomobil stand is the new Royal 700 saloon. The car is justly given prominence by being placed on a turntable. Black or white, or combination of the two, are the colours favoured. Keeping the new model com-pany are an anthracite coloured Mayfair 400 coupé, a black Regent 300 saloon, and another similar car finished in white and with a folding roof. All the cars except the 700 have red upholstery.

A full description of the new 700 was published last month, and on the stand the immediate impression is of the considerably increased size and much more

stylish appearance. The 700 is so named because of its 682 c.c. engine, which is a two-cylinder, horizontally opposed unit developing 30 b.h.p. nett at 4,500 r.p.m. An alternative engine of similar type, the 600, is also available. Points of interest on the new model are the front suspension layout, which has an unusual disposition of the top wishbones, and the gear box, which is of the Porsche type with synchromesh on all four forward speeds.

The familiar 400 and 300 models are shown also. In the miniature car market have been speed to the property of the statement of t

they have made a name for themselves by adding unusually good performance to economy; they are already familiar on English roads. A new exhaust system now

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makes them quieter. Right hand drive Royals will be available next March.

Disabled drivers visiting the Show should also have a look at this stand. As snowd also have a look at this stand. As The Autocar went to press the British concessionaires expected that a special car with hydraulic controls would shortly be available for display.

Havis Glas Isaria-Vertrieb-K.G., c/o Goggomobil, Ltd., 93-95, Old Brompton Road, London, S.W.7.

Hillman

THE FRENCH are always credited with an eye for an attractive article, and it must be more than chance that Hillmans and it oran be seen quite frequently on the streets of Paris. Moderately priced and sized, they have a worthy reputation backed by the good standard of mechanical specification and performance. Now the Minx has a 1½-litre engine (with the 1,390 c.c. engine the saloon had a top speed of 76 m.p.h. and fuel consumption varied between 29 and 37 m.p.g.). The current model has improved acceleration and the engine is quieter and smoother when cruising.

There are several variations on the Minx theme; prominent among them is a blue convertible. Among de luxe saloons is a grey and blue car fitted with Manumatic transmission which allows two-pedal control-an electric contact coupled to a switch incorporated in the gear lever—operates
the clutch. This car also has separate
front seats, which are an optional extra.

A Minx Special saloon in green finish

with green upholstery is seen equipped with Ekco radio, heater, clock and the like. Mechanically the Special conforms to the Minx specification, but there is a more austere instrument panel, fewer luxury fittings and a central, floor-

mounted gear lever.

The exhibit is completed by a Hillman estate car and a Hillman Husky; the estate car is a four-door model with standard equipment to Minx specification.

Hillman Motor Car Co., Ltd., Ryton-onDunsmore, near Coventry.

Humber

ONE OF the new cars at the Show, the six-cylinder Humber Super Snipe is naturally the focal point of this stand. It uses

the same body shell as the current model Hawk, and has larger-sectioned tyres. A full description of the car was published in *The Autocar* of October 3, 1958, and a Road Test will appear next week. The 2.6-litre engine has equal bore and stroke 82.5mm, and has a gross output of 112 b.h.p. at 5,000 r.p.m. The standard transmission consists of a three-speed synchromesh gear box, and Laycock-de ormanville overdrive operating on second and top gears is an optional extra. Power-assisted steering is also available. Borg Warner automatic transmission can be specified as an alternative extra.

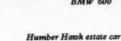
Internally the car is well equipped; leather covers the standard bench-type seats for the driver and passengers, and Reutter individual front seats with adjustable back rests can be supplied at an extra cost of £52 10s. In the rear compartment a central folding arm rest is fitted, and folding tables are let into the back of each front seat. Riding comfort is very good.

The Super Snipe can also be supplied as a limousine with a retracting partition between front and rear compartments. Super Snipes are now being marketed in America.

CARS at the show



BMW 600





Faguer 3.4





Humber Super-Snipe

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An estate car version of the Snipe has body identical with that of the Humber Hawk estate car. When the rear seat is folded down, a long flat floor can be used and a load-space of 56 cu ft becomes avail-

In addition to the two Super Snipe saloons on the stand, one painted black and blue and the other two-tone green, there is a four-cylinder Humber Hawk saloon and a Hawk estate car. Both these cars have overdrive, which operates on the top gear of the four-speed gear box.

Humber, Ltd., Ryton-on-Dunsmore,

Coventry.

Isetta

ONE OR two detail changes have been made to the Isettas for 1959, of which the most important is the fitting of a positive ratchet-type handbrake; but basically the models continue unaltered, and the complete range is represented on the stand.

The standard and Plus models of the 300 are there, and also on show is a 300 fitted with two-pedal control, which is available as an optional extra.

For the time being the 4/5-seater 600 model is being imported by the Brighton

company from BMW in Germany, and one of these with left-hand drive and finished in yellow and gold is exhibited. The relationship between this car and the smaller bubble car is clearly apparent in the styling, but the rear wheels are widely spaced instead of close-coupled, and there is a door in the right-hand side, as well as the front opening door.

Isetta of Great Britain, Ltd., Locomotive
Works, New England Road, Brighton 1,

Jaguar 155

THE RATIO of quality to price of Jaguars continues to be a subject of admiration and envy to anyone who has the slightest knowledge of the motor indus-try. The new Mark IX saloon, which costs a few shillings under £2,000 total for the standard model, continues this tradition. Burman power-assisted steering and Dunlop disc brakes are part of the equipment of this fine car which has a 3.8-litre engine developing 220 b.h.p. gross. Outstanding acceleration—more valuable on many occasions than a high maximum speed—is a feature of this latest example.

The now familiar Jaguar interior refine-

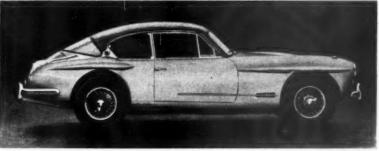
ments of deeply upholstered seats covered in real leather, polished veneer and practical fittings naturally are continued. A Laycock-de Normanville overdrive can be fitted to the synchromesh gear box, or Borg Warner automatic transmission is available. Jaguars were the first to fit an intermediate gear hold to this unit, and it may be seen on the two-tone grey Mk. IX which is on the stand.

A Mk. VIII is supported by two of the smaller saloons, one with a 2.4-litre engine, the other with a 3.4-litre power unit. Like the Mk. IX, which it closely resembles, the Mk. VIII can have automatic transmission; it does not, however, have power-assisted steering or disc brakes. A sliding roof over the driving seat is a standard fitment, as is a new and more powerful

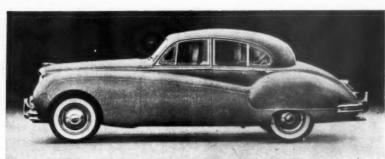
The green painted 2.4 saloon has disc brakes and overdrive. Identical in size and equipment with the larger engined 3.4, this is a car which has gained a great reputation for smooth running and an ability to cruise all day long at high speed. Separate front seats are shaped to hold the occupants comfortably and firmly.

the occupants comfortably and firmly. Twin fog lamps and a screen washer are part of the specification.

The fifth exhibit is one of the 123 m.p.h. XK150 fixed-head coupés. These cars have the 3.4-litre "Blue Top" 210 b.h.p. engines and this model is exhibited to appecial equipment standards, which special equipment standards, whis include disc brakes and wire wheels. Jaguar Cars, Ltd., Browns Lane, Coventry.



Jensen 541R



Jaguar Mk. IX

Jaguar XK150 Roadster



Jensen

AMONG THE fastest cars which we have tested during the past year is the Jensen 541R, of which two examples are on show—one on a turntable and another open for examination. It is powered by the 3,993 c.c. Austin engine, and the body is made largely of resin-bonded glass fibre. With a dry weight of less than 30 cwt, the car has a commendably favourable powerweight ratio, and can attain a mean maximum speed of over 123 m.p.h.; it will reach 100 m.p.h. from rest in 30 seconds. An attractive feature of the Jensen is the fact that it is a true four-seater sports car with ample luggage accommodation. Braking is

by Dunlop discs on all wheels.

There are no changes in the specification for 1959, and although an example of it is not shown at Earls Court, a cheaper basic model, the 541 Jensen, is still made, which at £1,435 basic (£2,154 total) costs £475 (£710) less than the 541R. The more fully equipped de luxe version of this model is the still deep on the stand the third car on the stand.

Jehsen Motors, Ltd., Carters Green, West
Bromwich, Staffordshire.

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ALTHOÙGH NONE of the Lancia exhibits is new for 1959, this is the first time that the little vee-4 Appia has been seen here in gran turismo form. It is clad in a here in gran turismo form. It is clad in a typically well-proportioned coupé by Pinin Farina, in dark green with an alabaster grey top. The 1,090 c.c. engine of this special series car develops 53 b.h.p., to give a maximum speed of around 90 m.p.h. It has the traditional Lancia sliding pillar front suspension, and a conventional live axle on leaf springs at the rear. A standard Appia four-door saloon in dark blue is also shown. The Aurelia is represented by two cars

—one of the familiar G.T. coupés and a convertible. These both have a 2½-litre vee-6 engine, sliding pillar front suspension and a de Dion rear axle on half-elliptic leaf springs; maximum speed is about 115

m.p.h.

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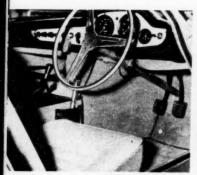


Lancia Flaminia



Lincoln Continental Mark IV





Lotus Elite interior



Mercedes-Benz 190SL Roadster cockpit

Mercedes-Benz 300



Many a family motorist is taking an envious glance at the elegant five-seater Flaminia—alas, too expensive in this country for many pockets. Beautifully finished in a deep blue and trimmed in plain grey wool cloth, this is superbly well-engineered

and equipped.

Notable features are the four wipers (two inside, two outside) which keep the rear window clear in cold weather, and the rear quarter windows, power-operated by engine vacuum and controlled by push-buttons on the facia. The Flaminia's vee-6 engine is of practically the same capacity as the Aurelia's, but the bore is greater and the stroke shorter (80×81.5 mm). With about 112 b.h.p. under the bonnet, it has a suggested maximum of about 100 m.p.h. Front suspension is by coil springs and wishbones; at the rear is a de Dion axle on half-elliptic leaf springs. As with the Aurelia, the gear box and final drive unit are installed in a common housing attached to the frame.

Lancia (England), Ltd., Lancia Works, 372,

Ealing Road, Alperton, Middlesex.

Lincoln (U.S.A.)

RESTRAINED STYLING characterizes this, the largest and grandest of the Ford products. The Mark IV has rather dignified, square-cut lines which befit its place in high Society and at great occasions; for 1959 the strange bumper form with splayed extremities has been discontinued, the latest design conceding to the current obsession in the U.S. for visual sympathy with aeronautical configurations.

Chosen from a wide range for this Show is a four-door hardtop; it has left-hand drive, for which there is no alternative. drive, for which there is no alternative. The engine is of over seven litres, and produces 375 (gross) b.h.p. at 4,800 r.p.m. The overhead valves are actuated via hydraulic tappets, the compression ratio is 10.5 to 1, and the cooling system incorporates three thermostats. The Lincoln's brakes are self-adjusting, and the transmission is a dual range automatic of Ford design.

At unusual feature is the reverse-raked rear window, which can be lowered by the driver via a remote electric control. Standard equipment includes a signal-seeking radio with foot control, power assists for brakes and steering, electrical front seat adjustment and an outside mirror with remote control. A limited slip differential for the back axle is optional, as is pushbutton chassis lubrication. The Conbutton chassis lubrication. The Continental is 6ft. 8in. wide and nearly 19ft.

long. Lincoln Cars, Ltd., Great West Road, Brentford, Middlesex.

WHEN THE Lotus Elite made its debut at last year's Show it was quite a sensation, but Colin Chapman made it known that it was the first example to be built, and it had to be rushed to completion in time for exhibition. It was, therefore, fenced off from those who wanted to inspect it off from those who wanted to inspect more closely. This year there are two Elites on the Lotus stand, one open to examination by the public, and the other revolving on a turntable which makes it easy to study the clean lines of this fixed head coupe.

The last twelve months have been spent

in carrying out intensive development work and evolving techniques for the production of the moulds for the glass fibre reinforced resin structure. It will be recalled that this material is used for the body and chassis structure, with a small number of metal-reinforced attachment points for suspension units and screen mounting. Power is

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1 es d supplied by a 1,216 c.c. version of the Coventry Climax single overhead camshaft engine, and an MGA four-speed gear box is fitted. Independent suspension is used front and rear, directly developed from the successful Lotus racing cars, and this British gran turismo coupé is expected to have a maximum speed in excess of 115 m.p.h.

Also on the Lotus stand is the only racing car exhibited at Earls Court this it is the current single-seater for formula 1 events. This year the model has been restricted to the works team, but for 1959, fitted with the 1½-litre formula 2 engine, it will be available for sale to private owners.

Lotus Engineering Co., Ltd., 7, Tottenham Lane, Hornsey, London, N.8.

Mercedes-Benz (Germany) 121

OF PARTICULAR interest is the 220SE, the petrol injection version of the 220S, for which a nine per cent improvement in acceleration is claimed. Partly owing to import duty, the fuel injection model costs £400 more than the 220S on the British market. The 2.2-litre, six-clinder engine in the 220SE develops 130 b.h.p., but the ratios are such that the increased power output makes the maximum speed of over 100 m.p.h. more quickly attainable. Alongside this model is the 300 with automatic transmission. The well-built, luxurious coachwork is pillarless, and the windows wind so that a very large area of each side may be opened completely. With windows up the overall area of glass is more than 21 sq ft. The 180 b.h.p. provided by the three-litre overhead camshaft engine with petrol injection makes three figure speeds easily attainable. Also on the Mercedes stand is the 190SL

Roadster, which created a most favourable Roadster, which created a most favourable impression when it was road tested at the beginning of the year. The 1.9-litre engine develops 120 b.h.p., and enables the car to sweep past the 100 m.p.h. mark without the slightest difficulty and with little fuss. Mercedes are also proud of their Hydrak transmission. This is a refined two-pedal system was discontinuously with a continuously and the second second

system used in conjunction with an orthodox gear-shift and hydraulic coupling. The 300SL, now available as an open roadster or hard-top is not on show this year.

Mercedes-Benz (Great Britain), Ltd.,

West Road, Brentford, Middlesex.

Great

M.G.

A WHITE fixed-head coupé with wire wheels, and a red open two-seater with a number of accessories are the two models of the M.G. MGA on open display on the of the M.G. MGA on open display on the stand. There is also a partly sectioned model of the MGA Twin Cam coupé. It is finished in sandy gold with the roof in powder blue, and a yellow interior. This car is on a revolving turntable, and cunningly arranged mirrors show the chassis details. The standard MGA, powered by the M.G.-tuned B.M.C. B-series engine, is undoubtedly one of Britain's most popular sports cars, and it is not surprising that it

sports cars, and it is not surprising that it to be continued without change for 1959.

As last year, a Magnette is on show to which Perspex boot lid and bonnet have been fitted, enabling visitors to inspect the engine and luggage compartments without raising the lid. This car is finished in an attractive shade of steel blue. There is another Magnette with the optional extra Varitone paintwork, beige over maroon. Both the Magnettes and the left-hand drive MGA coupé have whitewall tyres. M.G. Car Co., Ltd., Cowley, Oxford.

M.G. MGA Twin-cam coupé

Morris Minor 1000 convertible





Morgan plus-4 two-seater





Morgan

129

CHANGES TO the tail end and increased body width are to be seen on the Morgan Plus Four two-seater, and the four-seater body is two inches wider at each side to allow for redesigned front seats. Minor changes have also been made to the steering gear on all models, but in other respects

the 1959 Morgans are unchanged.

The two-seater and four-seater tourers are on the stand, with a green convertible.



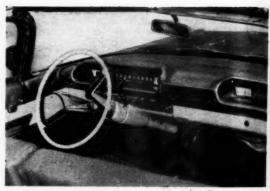
CARS at the show

Plymouth Fury Sports hard top





NSU Sport Prince



Facia-Oldsmobile Super 88

There are also red and blue examples of the 4/4 Series II, which is powered by the Ford 1,172 c.c. engine. Only one car of the Morgan range, the Plus Four convertible with TR3 engine, costs more than £1,000 total and the 4/4 Series II is reasonably priced at £498 (£748 including purchase tax).

tax).

In addition to the five examples of the range, the stand display includes a Plus Four chassis with Triumph TR3 engine.
On all the Plus Four models the basic power unit is the Standard Vanguard engine, but the TR3 version can be specified as a addition total cost of area. fied at an addition total cost of some £80.

Morgan Motor Co., Ltd., Pickersleigh Road,

Malvern Link, Worcestershire.

Morris

THERE IS plenty to see on this stand, as there are eight complete cars (some of which have special Perspex bonnets and boot lids) an ingenious Minor 1000 turntable exhibit, and a sectioned A-series 948 c.c. engine. The Minor 1000 is shown in four guises; there is a de luxe version of a left-hand drive, four-door model standard right-hand drive two-door model mainted ivory; a right-hand drive tourer painted ivory; a right-hand drive tourer

in turquoise and a Traveller in dark green,

in turquoise and a Traveller in dark green, with de luxe equipment.

These little cars have grown to be part and parcel of the English scene and have been widely adopted abroad. Their reputation has been earned by a good performance, pleasant handling, outstanding roadholding and reliability. More efficient door sealing has been introduced, the saloons have p.v.c. roof linings and the gear lever has been lengthened so that

in first and third gear positions it may be reached more easily from the driving

A central gear lever is fitted to the 1,500 c.c. Cowley and Oxford models, which otherwise continue unaltered. These cars, like the Morris Minor, have torsion bar front suspension and rack-and-pinion steering, and their cornering and road holding are above average. There is an Oxford Traveller in green and grey



OCAR

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on the stand; this has an all-steel body, the external wood framing having been dispensed with earlier this year. The Cowley differs from the Oxford in

its equipment, and does not have some of the external fittings such as bumper overriders; single body colours only are available and a heater is fitted at extra cost. Size for size and mechanically, the cars are the same. On both models an engine compression ratio of 7.2 to 1 may be specified for countries where high octane petrol is not available.

Morris Motors, Ltd., Cowley, Oxford.

NSU (Germany)

173 THREE CARS are shown on the NSU stand, all having the model name Prince. They are the Sport version, finished in ivory, and two Prince II saloons, one finished in grey and the other in beige. Also on show are a display chassis, engine

and front suspension assembly.

The NSU Prince first came into the news just over two years ago, and we gave a full description in September of last year. It is a miniature car with the engine mounted at the rear, yet it is a four-seater. The car is now in production, and it is evident that considerable thought has gone into its design. The major mechanical components are easily dismantled, and each rear wheel assembly is bolted direct to a single wishbone of large diameter tube, of which the attachment points to the chassis are widely spaced fore and aft, yet close enough to the longitudinal axis to keep rear wheel tilt within reasonable to keep rear wheel tilt within reasonable limits. In the interests of long life (and insurance considerations in Germany) power output has been restricted to 20 b.h.p., but this figure could easily be exceeded by tuning.

NSU (Great Britain), Ltd., 7, Chesterfield Gardens, London, W.1.

Oldsmobile (U.S.A.) 132

TWO 1958 CARS share this stand with one of the new 1959 Oldsmobiles. one of the new 1959 Oldsmobiles. One of the pioneer names in the U.S. motor industry, the Oldsmobile is, of course, a part of the General Motors combine. The 1959 car is a Super 88 two-door convertible coloured glamorously in golden mist, and equipped with a G.M. Hydra-Matic transmission, power-assisted brakes and steering. An unusual item of equipment is a transportable radio, which is fed either by the car's electrical system or by self-contained batteries. Window lifts, seat contained batteries. Window litts, sea adjustments and the front door ventilators are all electrically powered. The engine is an o.h.v. vee-8 of nearly 64 litres, the gross output being 315 b.h.p. Front and rear wheel tracks of the Oldsmobile have been increased to over 5ft., and the convertible's overall length now is over 18ft. The overall width is practically 6ft. 9in., but the

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General Motors, Ltd., 23, Buckingham Gate, London, S.W.1.

Opperman

THIS IS one of the few stands to exhibit an entirely new car which was not announced until the Show opened. It is called the Stirling, and has seats for two adults and two children. It is powered by a two-stroke, 328 c.c. engine driving through a three-speed gear box and short chain to the differential. Suspension is inde-pendent all round, and Girling hydraulic brakes are fitted. The body is in steel and resin-bonded glass fibre. The price of this attractive newcomer to the small car market is £360 (basic), and £541 7s. including

Also on the stand is the Unicar Model T, the mechanical specification of which is basically similar to the new Stirling, but the body styling is less attractive. The the body styling is less attractive. The Unicar has been in production for some S. E. Opperman, Ltd., Stirling Corner, Boreham Wood, Hertfordshire.

Panhard (France)

THIS IS the first year that the Panhard Dyna has been available with right-hand drive; this coincides, incidentally, with the new marketing arrangements for the Panhard in this country, under the wing of the parent Citroën company. The Dyna has been in production for a number of years, during which time its basic construction material has been changed from light alloy to steel, and various mechanical improvements have been incorporated progressively during this time.

It is little changed in appearance since last year, but great efforts have been made to render it more smooth and silent, and to improve the brakes and gear change. It is remarkable for its ability to carry six adults and a large quantity of luggage at compara-tively high speeds with a two-cylinder engine of only 850 c.c. Like the Citroen, it has front-wheel drive. Two examples are shown, both saloons, although a handsome

convertible is also listed.

Panhard and Levassor, Société des Anciens

Etablissements, c/o Citroën Cars, Ltd.,

Trading Estate, Slough, Buckinghamshire.

Peerless

AT THE Paris motor show last year, a prototype of the new Peerless sports car was exhibited. Since then the car has was exhibited. Since then the car has gone into small-scale production, and an example is now shown at Earls Court for the first time. The engine and gear box are standard Triumph TR3 units, and the power output is 100 b.h.p. at 5,500 r.p.m. The front suspension is also Triumph, and Laycock overdeive is standard. Laycock overdrive is standard.

The chassis is of the square tube, space frame type, and a show chassis placed on its side is exhibited on the stand. Details of the de Dion rear axle, Girling

disc brakes at the front, and engine installation may be examined. Above it are illuminated transparencies, which include a photograph by *The Autocar* showing the car in action at Le Mans this year.

One car is exhibited, finished in red with disc wheels, and as one of Britain's

few gran turismo cars it is exciting considerable interest. It is a full four-seater, with ample luggage space, and the body is panelled in resin-bonded glass fibre. Weight is commendably low at 17 cwt. Peerless Mosors, Ltd., Slough, Buckingha

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There is one 1,300 c.c. 203 saloon in pastel green—a model which has changed scarcely at all in either appearance or carried the state of the cases of the ca mechanical specification since its introduction over a decade ago; yet it is still much in demand on the Continent.

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Two further examples of the 1½-litre 403 are on view, one a really capacious station wagon in grey, the other a saloon in light beige—a new Peugeot colour for 1959. Although the Jaeger electro-magnetic clutch giving two-pedal control is available for the 403, it is fitted to none of the cars exhibited.

Société Anonyme des Automobiles Peugeos, c/o Distributors Peugeot, Ltd., 127, High Street, Croydon, Surrey.

Plymouth (U.S.A.)

PLYMOUTHS ARE the lowest-priced of the Chrysler Corporation's products. Two of the latest Fury models share this stand with their Chrysler cousins. One is fitted with a side-valve, six-cylinder power unit of 3\frac{3}{4} litres, with fuel economy rather than startling performance the aim; the other has the smaller of alternative Plymouth vee-8 engines. These are the Fury V-800 of 5.2 litres and the

One of the most attractive small cars at the show, the metallescent green Renault Florida Daughine variant





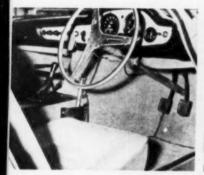
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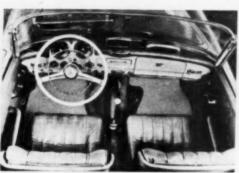
Lincoln Continental Mark IV





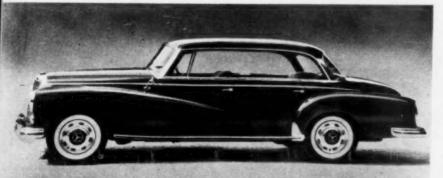


Lotus Elite interior



Mercedes-Benz 190SL Roadster cockpit

Mercedes-Benz 300



Many a family motorist is taking an envious glance at the elegant five-seater Flaminia—alas, too expensive in this country for many pockets. Beautifully finished in a deep blue and trimmed in plain grey wood cloth, this is superbly well-engineered and environment.

Notable features are the four wipers (two inside, two outside) which keep the rear window clear in cold weather, and the rear quarter windows, power-operated by engine vacuum and controlled by pushbuttons on the facia. The Flaminia's vee-6 engine is of practically the same capacity as the Aurelia's, but the bore is greater and the stroke shorter (80 × 81.5 mm). With about 112 b.h.p. under the bonnet, it has a suggested maximum of about 100 m.p.h. Front suspension is by coil springs and wishbones; at the rear is a de Dion axle on half-elliptic leaf springs. As with the Aurelia, the gear box and final drive unit are installed in a common housing attached to the frame.

to the frame.

Lancia (England), Ltd., Lancia Works, 372,
Ealing Road, Alperton, Middlesex.

Lincoln (U.S.A.)

131

RESTRAINED STYLING characterizes this, the largest and grandest of the Ford products. The Mark IV has rather dignified, square-cut lines which befit its place in high Society and at great occasions; for 1959 the strange bumper form with splayed extremities has been discontinued, the latest design conceding to the current obsession in the U.S. for visual sympathy with aeronautical configurations.

Chosen from a wide range for this Show is a four-door hardtop; it has left-hand drive, for which there is no alternative. The engine is of over seven litres, and produces 375 (gross) b.h.p. at 4,800 r.p.m. The overhead valves are actuated via hydraulic tappets, the compression ratio is 10.5 to 1, and the cooling system incorporates three thermostats. The Lincoln's brakes are self-adjusting, and the transmission is a dual range automatic of Ford design.

At unusual feature is the reverse-raked rear window, which can be lowered by the driver via a remote electric control. Standard equipment includes a signal-seeking radio with foot control, power assists for brakes and steering, electrical front seat adjustment and an outside mirror with remote control. A limited slip differential for the back axle is optional, as is pushbutton chassis lubrication. The Continental is 6ft. 8in. wide and nearly 19ft. long.

long. Lincoln Cars, Ltd., Great West Road, Brentford, Middlesex.

Lotus 12:

WHEN THE Lotus Elite made its debut at last year's Show it was quite a sensation, but Colin Chapman made it known that it was the first example to be built, and it had to be rushed to completion in time for exhibition. It was, therefore, fenced off from those who wanted to inspect it more closely. This year there are two Elites on the Lotus stand, one open to examination by the public, and the other revolving on a turntable which makes it easy to study the clean lines of this fixed head coupé.

The last twelve months have been spent in carrying out intensive development work and evolving techniques for the production of the moulds for the glass fibre reinforced resin structure. It will be recalled that this material is used for the body and chassis structure, with a small number of metal-reinforced attachment points for suspension units and screen mounting. Power is

supplied by a 1,216 e.c. version of the Coventry Climax single overhead camshaft engine, and an MGA four-speed gear box is fitted. Independent suspension is used front and rear, directly developed from the successful Lotus racing cars, and this British gran turismo coupé is espected to have a maximum speed in excess of 115 m.p.h.

Also on the Lotus stand is the only racing car exhibited at Earls Court this year—it is the current single-seater for formula I events. This year the model has been restricted to the works team, but for 1959, fitted with the I]-litre formula 2 engine, it will be available for sale to private

Owners.

Lotus Engineering Co., Ltd., 7, Tottenham

Lane, Hornsey, London, N.8.

Mercedes-Benz (Germany) 121

OF PARTICULAR interest is the 220SE, the petrol injection version of the 220S, for which a nine per cent improvement in acceleration is claimed. Partly owing to import duty, the fuel injection model costs £400 more than the 220S on the British market. The 2.2-litre, six-clinder engine in the 220SE develops 130 b.h.p., but the ratios are such that the increased power output makes the maximum speed of over 100 m.p.h. more quickly attainable. Alongside this model is the 300 with automatic transmission. The well-built, luxurious coachwork is pillarless, and the windows wind so that a very large area o each side may be opened completely. With windows up the overall area of glass is more than 21 sq ft. The 180 b.h.p. provided by the three-litre overhead camshaft engine with petrol injection makes three figure speeds easily attainable.

Also on the Mercedes stand is the 190SL Roadster, which created a most favourable Roadster, which created a most favourable impression when it was road tested at the beginning of the year. The 1.9-litre engine develops 120 b.h.p., and enables the car to sweep past the 100 m.p.h. mark without the slightest difficulty and with little fuss. Mercedes are also proud of their Hydrak transmission. This is a refined two-pedal

system used in conjunction with an ortho-dox gear-shift and hydraulic coupling. The , now available as an open roadster or hard-top is not on show this year.

Mercedes-Benz (Great Britain), Ltd., Great

West Road, Brentford, Middlesex.

M.G.

154

A WHITE fixed-head coupé with wire wheels, and a red open two-senter with a number of accessories are the two models of the M.G. MGA on open display on the the M.G., recast on open capacity sectioned model of the MGA Twin Carn coupe. It is finished in sandy gold with the roof in powder blue, and a yellow interior. Tais car is on a revolving turntable, and cusningly arranged mirrors show the chassis. details. The standard MGA, powered by the M.G.-tuned B.M.C. B-series engine, is undoubtedly one of Britain's most popular sports cars, and it is not surprising that it is to be continued without change for 1959.

As last year, a Magnette is on show to which Perspex boot lid and bonnet have been fitted, enabling visitors to inspect the engine and luggage compartments without raising the lid. This car is finished in an attractive shade of steel blue. There is another Magnette with the optional extra Varitone paintwork, beige over maroon. Both the Magnettes and the left-hand drive MGA coupé have whitewall tyres. M.G. Car Co., Ltd., Cowley, Oxford.

M.G. MGA Twin-cam coupé

Morris Minor 1000 convertible





Morgan plus-4 two-seater





Morgan

129

CHANGES TO the tail end and increased body width are to be seen on the Morgan Plus Four two-seater, and the four-seater body is two inches wider at each side to allow for redesigned front seats. Minor changes have also been made to the steering gear on all models, but in other respects the 1959 Morgans are unchanged. The two-seater and four-seater tourers

are on the stand, with a green convertible.



Plymouth Fury Sports hard top

CARS at the show





NSU Sport Prince



Facia-Oldsmobile Super 88

There are also red and blue examples of the 4/4 Series II, which is powered by the Ford 1,172 c.c. engine. Only one car of the Morgan range, the Plus Four convertible with TR3 engine, costs more than £1,000 total and the 4/4 Series II is reasonably priced at £498 (£748 including purchase tax).

tax).

In addition to the five examples of the range, the stand display includes a Plus Four chassis with Triumph TR3 engine. On all the Plus Four models the basic power unit is the Standard Vanguard engine, but the TR3 version can be specified at an addition total cost of some £80. Morgan Motor Co., Ltd., Pickersleigh Road, Malvarn Link, Worcestershire.

Morris 16

THERE IS plenty to see on this stand, as there are eight complete cars (some of which have special Perspex bonnets and boot lids) an ingenious Minor 1000 turntable exhibit, and a sectioned A-series 948 c.c. engine. The Minor 1000 is shown in four guises; there is a de luxe version of a left-hand drive, four-door saloon, a standard right-hand drive two-door model painted ivory, a right-hand drive tourer

in turquoise and a Traveller in dark green, with de luxe equipment.

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These little cars have grown to be part and parcel of the English scene and have been widely adopted abroad. Their reputation has been earned by a good performance, pleasant handling, outstanding roadholding and reliability. More efficient door sealing has been introduced, the saloons have p.v.c. roof linings and the gear lever has been lengthened so that

in first and third gear positions it may be reached more easily from the driving seat.

A central gear lever is fitted to the 1,500 c.c. Cowley and Oxford models, which otherwise continue unaltered. These cars, like the Morris Minor, have torsion bar front suspension and rack-and-pinion steering, and their cornering and road holding are above average. There is an Oxford Traveller in green and grey



on the stand; this has an all-steel body, the external wood framing having been dispensed with earlier this year.

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The Cowley differs from the Oxford in its equipment, and does not have some of the external fittings such as bumper overriders; single body colours only are available and a heater is fitted at extra cost. Size for size and mechanically, the cars are the same. On both models an engine compression ratio of 7.2 to 1 may be specified for countries where high octane petrol is not available.

Morris Motors, Ltd., Cowley, Oxford.

NSU (Germany) 173

THREE CARS are shown on the NSU stand, all having the model name Prince. They are the Sport version, finished in ivory, and two Prince II saloons, one finished in grey and the other in beige. Also on show are a display chassis, engine and front suspension assembly.

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NSU (Great Britain), Ltd., 7, Chesterfield Gardens, London, W.1.

Oldsmobile (U.S.A.) 132

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The 1958 cars shown are a four-door Holiday sedan in Alaskan white over surf green, powered by a 305 b.h.p. vee-motor, and a two-door Holiday coupe, in Alaskan white over charcoal, with a similar power unit. Both have Hydra-Matic transmission and the usual power assists.

General Motors, Ltd., 23, Buckingham Gate, London, S.W.1.

Opperman 12

THIS IS one of the few stands to exhibit an entirely new car which was not announced until the Show opened. It is called the Stirling, and has seats for two adults and two children. It is powered by a two-stroke, 328 c.c. engine driving through

a three-speed gear box and short chain to the differential. Suspension is independent all round, and Girling hydraulic brakes are fitted. The body is in steel and resin-bonded glass fibre. The price of this attractive newcomer to the small car market is £360 (basic), and £541 7s. including purchase tax.

Also on the stand is the Unicar Model T, the mechanical specification of which is basically similar to the new Stirling, but the body styling is less attractive. The Unicar has been in production for some time, and there are no changes for 1959. S. E. Opperman, Ltd., Stirling Corner, Boreham Wood, Hertfordshire.

Panhard (France) 14

THIS IS the first year that the Panhard Dyna has been available with right-hand drive; this coincides, incidentally, with the new marketing arrangements for the Panhard in this country, under the wing of the parent Citroën company. The Dyna has been in production for a number of years, during which time its basic construction material has been changed from light alloy to steel, and various mechanical improvements have been incorporated progressively during this time.

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Panhard and Levassor, Société des Anciens Etablissements, c/o Citroën Cars, Ltd., Trading Estate, Slough, Buckinghamshire.

Peerless 113

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The chassis is of the square tube, space frame type, and a show chassis placed on its side is exhibited on the stand. Details of the de Dion rear axle, Girling disc brakes at the front, and engine installation may be examined. Above it are illuminated transparencies, which include a photograph by *The Autocar* showing the car in action at Le Mans this year. One car is exhibited, finished in red

One car is exhibited, finished in red with disc wheels, and as one of Britain's few gran turismo cars it is exciting considerable interest. It is a full four-seater, with ample luggage space, and the body is panelled in resin-bonded glass fibre. Weight is commendably low at 17 cwt. Peerless Motors, Ltd., Slough, Buckinghamshire.

Peugeot (France) 152

IN RECENT years the Peugeot stand at Earls Court has been filled with cars having a world-wide reputation for rugged worth and long life, as well as fine handling characteristics; but hitherto they have appeared in colours which seemed a little drab, by comparison with their neighbours, in the artificial lighting of the exhibition hall. This year the display is attracting considerable attention from those with an eye to line and French robustesse through the addition of a dashing red 403 convertible, on its first visit to London. Its simple, square-cut lines are in direct contrast with the exotic trans-Atlantic convertibles present.

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Two further examples of the 1½-litre 403 are on view, one a really capacious station wagon in grey, the other a saloon in light beige—a new Peugeot colour for 1959. Although the Jaeger electro-magnetic clutch giving two-pedal control is available for the 403, it is fitted to none of the cars exhibited.

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Société Anonyme des Automobiles Peugeos,
c/o Distributors Peugeot, Ltd., 127, High
Street, Croydon, Surrey.

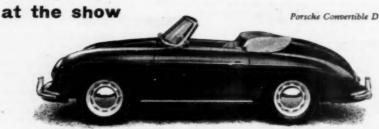
Plymouth (U.S.A.) 139

PLYMOUTHS ARE the lowest-priced of the Chrysler Corporation's products. Two of the latest Fury models share this stand with their Chrysler cousins. One is fitted with a side-valve, six-cylinder power unit of 3½ litres, with fuel economy rather than startling performance the aim; the other has the smaller of alternative Plymouth vee-8 engines. These are the Fury V-800 of 5.2 litres and the

One of the most attractive small cars at the show, the metallescent green Renault Floride— Dauphine variant









Rambler Six station wagon



Golden Commando of 5.9 litres and 350 b.h.p.

Installed in a four-door sports hardtop, the six-cylinder engine drives through a PowerFlite two-speed automatic trans-mission with push-button selection. This mission with push-button selection. This car is coloured Iceberg white and Mint green. The second car is a four-door saloon in jet black with an aluminium insert, and has TorqueFlire three-speed automatic transmission. Both cars have power-assisted brakes and radios with rear seat speakers.

The Plymouths have a particularly bold new front-end treatment, with full width grille of matt finish, rectangular mesh: at the back thick fins sweep up at either side of a vast double-curvature rear window. Chrysler Motors, Ltd., Mortlake Road, Kew

Pontiac (U.S.A.)

AMONG THIS year's striking contributions from General Motors Corporation, which are clearly designed to wrest the styling lead from the Chrysler Corporation, the Pontiac range is every bit as attractive in the American idiom as the Buicks. Pontiacs were once the lame ducks of the G.M. products in respect of performance, but within the last two years they have made tremendous strides. For 1959, there are three Pontiacs series from the U.S.A .the Bonnevilles (which are the most

glamorous), the Star Chiefs and the Catalinas. All American-produced, these are available with left-hand drive only

The stand exhibits include, however, Canadian-made Parisienne four-door saloon which, although shown with left-hand drive, will be available with right-hand drive. The Parisienne is fitted with an o.h.v. six-cylinder engine giving 150 b.h.p., and for the first time power assistances for brakes and steering are available from Canada. It is finished in silver grey and white, and the interior is in two-tone grey broadcloth and coated fabric. All Pontiac cars have had a substantial increase in wheel track, their overall widths now being about 6ft 8in and overall heights only

Two American-made exhibits are both on the luxury Bonneville chassis—a stimulating two-door sports coupé in silver-mist grey with mixed interior trim in light, medium and dark blue coated fabric, and a rather gaudy two-door convertible in Mandalay red with ivory soft top. This is trimmed in ivory and silver leather and red coated fabric. Overall length of these two models is nearly 18 ft. Both are fitted with very a regimes of pearly 18 ft. vee-8 engines of nearly 6½ litres, developing 280 b.h.p.
U.S. Concessionaires, Ltd., 5, Jubilee Place, London, S.W.J.

Porsche (Germany)

ON THE racing circuits of the world the success of Porsche cars has been quite extraordinary, the 1.6-litre engine proving capable almost of matching the perform-ances of the world's biggest sports cars. Yet in spite of being so fast, the cars have a great reputation for reliability.

In the works at Stuttgart great care is

taken even in the production of the standard engine, while the Carrera unit is truly a masterpiece. The Reutter and Deutz bodies are built to a high standard of finish,

and elegance matches quality.

At Earls Court the cars being shown by the factory, in conjunction with A.F.N., Ltd., the concessionaires in this country, are a black, fixed head coupé Super, ivory standard cabriolet, blue and black standard detachable hard top, and a red Convertible D Super.

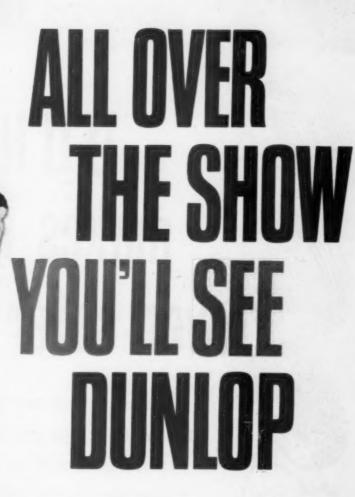
Dr. Ing. h.c. F. Porsche, K.G., c/o A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex.

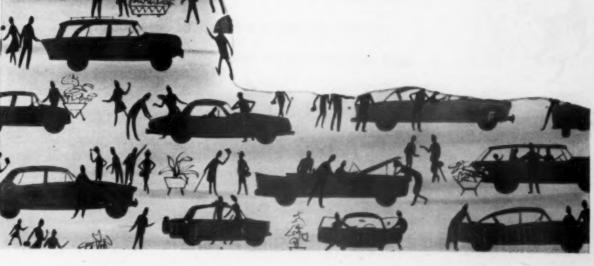
Rambler (Nash Concessionaires) (U.S.A.) 136

WHEN NASH and Hudson combined to form the American Motors Corporation, Rambler was merely a type name for some of their joint products. Then, until very recently, an identical car was sold in various parts of the world under one or more of the three make names of Nash, Hudson and Rambler; but now the Nash and Hud-son lines have been discontinued.

There are three basic Rambler models; frst, the American, which is an economy car of very compact dimensions and having a side-valve six-cylinder 90 b.h.p. engine. Designed for the U.S. market, the American is available only with left-hand drive, and so is not shown at Earls Court. Next there is the combined Six and Rebel vee-8 range on a 108in wheelbase, for which there are alternative engines—an o.h.v. six of 127 b.h.p. (138 b.h.p. tune optional) and a vee-8 of 215 b.h.p. The Ambassadors, on a 117in wheel-base, are the prestige line, and are

powered by a larger vee-8 giving 270 b.h.p. One Ambassador is on view—a four-door sedan in two-tone grey with matching trim, fitted with right-hand steering and









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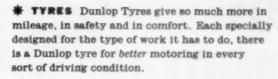
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and accessories for the motor car.



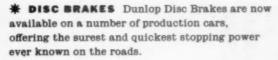


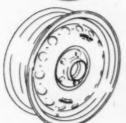






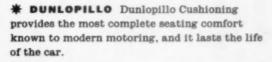
* WHEELS Made in the biggest Rim and Wheel works in Europe, the Dunlop range caters for every type of car service. Each is specially designed for its particular job.





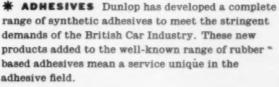
* PNEURIDE AIR SUSPENSIONS The greatest development in modern vehicle suspension.

Automatically adjusts itself to light or heavy loads, to give a smoother, steadier ride always.





* ACCESSORIES Dunlop Accessories can always be relied upon. They range from fan belts to inflators and repair kits to Rubbaseal underbody protection.

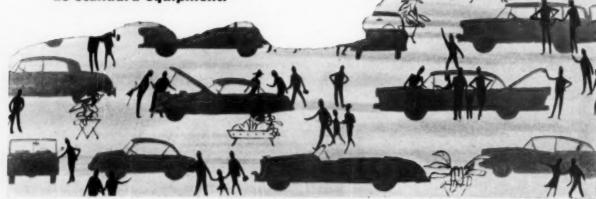






DUNLOP ON MOSI BRITISH CARS

The majority of British car manufacturers fit DUNLOP Tyres as standard equipment.



push-button controlled automatic transmission. The middle range is represented by two Sixes, a four-door station wagon in two-tone blue, and a four-door Custom sedan in copper and beige, both with right-hand drive. The sedan transmission includes an overdrive. All the Ramblers shown have heavy-duty springs and dampers for export markets. Single-unit construction of chassis and body is featured, and the emphasis is on everyday practicality rather than ostentatious flamboyance. All Ramblers are designed to run on normal premium fuels.

Two of the little Longbridge-made

Two of the little Longbridge-made Metropolitans, both with left-hand drive, are also displayed here. It will be recalled that the Metropolitan is an A.M.C. design manufactured by the Austin Motor Co. Nash Concessionaires, Ltd., Nash Street, London, W.I.

Renault (France) 143

PRIMA BALLERINA on this French manufacturer's stand is the new Floride, which made its first appearance at the recent Paris Show. The Floride is based on the remarkably successful Dauphine, and is aimed directly at the dollar market. The design is a combination of Renault mechanicals with Italian specialist coachwork, and is available as a coupé, cabriolet, or convertible cabriolet with detachable hardtop.

Italian styling is evident in the pure lines of the model, with curved screen and good all-round visibility. Features of the coachwork also include bucket seats adjustable both for height and leg reach, and a removable rear seat backrest for achieving additional luggage space when the rear compartment is not required for passengers. The car should be available to British buyers towards the end of next year, soon after it goes on the French

Renault are one of the few foreign companies to have their own factory in England, and this year Renault, Ltd., as it is known, is exhibiting quite a wide range of models. They include the 750, which remains virtually unchanged, and which is too well known to require description or comment. There is also a Dauphine, continuing for 1959 with only minor modifications.

modifications.

The larger Frégate saloon on display is fitted with the Transfluide drive. The car is technically unaltered, but has revised body styling. The Transfluide system employs a single dry plate clutch, electromagnetic control, and hydraulic converter. There are three speeds controlled, as far as the driver is concerned, by a single selector lever. The latest version of the Frégate is easily recognized by a new grille which replaces the single horizontal bar and



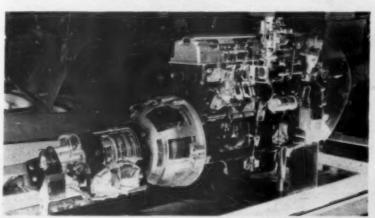
Austin stand with A.40 and A.95 in the foreground; a second A.40 is on the turntable





"Child-seat" arm-rest on the Imperial Le Baron

Riley one-point-five (left)



Above: Super Snipe engine display and (below) luxury of the Super Snipe interior





Riley Two-Point-Six



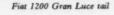
THE AUTOCAR

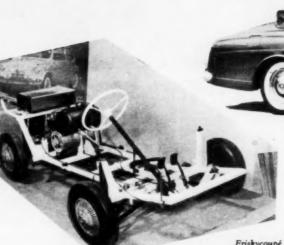
at the show

Rolls-Royce Silver Cloud convertible



Rover 105S





Friskycoupé chassis with



Friskysprint

N.S.U. Prinz



vertical slats of the old layout. The indica-tor lights at the front follow the front wing curve, and the manufacturer's badge has been moved up to the bonnet. There are also some more minor changes in the arrangement of the lights at the rear. Completing the display is a Dauphine with Ferlec clutch, which gives two-pedal control coupled with manual gear change. It had been intended that the Dauphine which won this year's Monte Carlo Rally would be on show, but this has been dropped to make way for the new Floride.

Renault, Ltd., Western Avenue, Acton, London, W.3.

Riley

153

BOTH THE Riley models offer more refined appointments and equipment in cars with a specification basically similar to that of the cheaper Wolseleys. Power output also is slightly higher. Two models of the Two-Point-Six are shown, one in two shades of grey and featuring the optionally extra bucket seats and automatic transmission, and the other in green. The model is specially calculated to satisfy the needs of a driver who wants a high performance car with sporting characteristics, but who must have roomy passenger and luggage accommodation at the same time.

Since last year's Motor Show the Riley One-Point-Five has been introduced, and two examples are on display. One is fin-ished in red, and the other is in blue and white, and mounted on a revolving turn-table. Round the turntable perimeter are silhouettes of all the Riley models which have been produced in the history of the

company.

Both the One-Point-Five Rileys have whitewall tyres, and the usual B.M.C. practice of showing one example of each model with clear Perspex bonnet and luggage locker lid is carried out on this stand. A side exhibit is a sectioned rotating model of the B.M.C. B-series engine as fitted in the One-Point-Five.
Riley Motors, Ltd., Cowley, Oxford.

Rolls-Royce

THREE DIFFERENT bodies are shown on the Silver Cloud chassis: the standard Rolls-Royce saloon in green with green hide upholstery, electrically-operated windows and an air-conditioning plant; the long wheelbase Park Ward saloon (with

division) in black over sand; and the H. J. Mulliner convertible in grey over rose beige. This last car is specifically intended for the export market, and it marks the first time for many years that Rolls-Royce have shown a convertible body on their stand at Earls Court.

Earls Court.

The long wheelbase Silver Cloud, introduced last year, is designed for dual-purpose use as a limousine, chauffeurdriven, with the glass division raised, as well as for holiday or pleasure motoring, when the electrically-operated division can be lowered. The windows also are be lowered. The windows also are electrically powered on this car. The range of adjustment on the driving seat has been increased.

The fourth car on the stand is the I ne fourth car on the stand is the luxuriously equipped seven-passenger limousine by Park Ward on the Silver Wraith chassis. At £5,805 (£8,709 including purchase tax) this is the most expensive car at Earls Court—"a synthesis of traditional knowledge and skill." Rolls-Royce, Ltd., 14-15, Conduit Street, London, W.I.



A COMPLETELY new car at Earls Court is always a refreshing exhibit, and the 3-Litre Rovers are drawing big crowds. Two of these cars can be examined, one with a synchromesh gear box and the other with automatic transmission. On the stand also is a 3-litre engine-suspension unit, which in production is assembled separ-ately from the rest of the car and attached to the body shell at six points.

The 3-litre engine retains the overhead inlet and side exhaust valve layout which is used by one other British manufacturer, the gross b.h.p. is 115 at 4,250 r.p.m., and the car is said to weigh about the same as the smaller-engined 105. It should have a maximum speed of approximately 95 m.p.h. A minimum amount of road noise is a feature of Rovers, and the new car makes great use of rubber insulation at points where noise might be transmitted to the body interior.

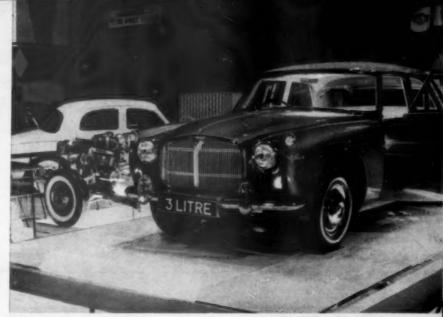
Both the two-tone brown car, which has Borg-Warner transmission, and the exhibit seen in smoke grey, have separate front seats. These are an alternative to the bench front seat which is a standard fitting. The arm rests on the doors have an individual adjustment for height. A 4 kw Smiths heater unit is fitted and in addition to the conventional supply to the front compartment and windscreen, there are separate vents at each corner of the facia panel.

The 105R, with the Rover-designed automatic transmission, has been discontinued. The 60, 90 and 105 on the stand are seen with the new front grille, a plated are seen with the new roll grane, a planted strip along the waist line which forms a paint division for the two-tone colour schemes, and a redesigned rear number plate mounting. Inside the car will be plate mounting. Inside the car will be noticed a padded roll along the facia panel. Rover Co., Ltd., Lode Lane, Solihull, Birmingham.

Simca Aronde (France)

FOUR NEW versions of the Simca Aronde Elysée are making their first appearance in this country. They are lower and more handsomely styled than lower and more handsomely styled than before, a few inches longer, and fractionally narrower. They retain the 1,290 c.c. Flash engine, which is claimed to provide a top speed of more than 80 m.p.h. Standard equipment includes heater, screen washers, and coachwork having protective coating under the floor.

Features of the new models are new



Rover 3-litre and (below) interior





De Soto Diplomat de-luxe tail



Dyna Panhard

Simca Aronde Grand Large





Singer Gazelle convertible

Simca Vedette Chambord

Coventry Climax engine revealed on the Lotus

CARS at the show

Skoda 440





Standard Ensign



front bumpers with rubber inserts, new front grille, deeper windscreen and panoraaront grille, deeper windscreen and panora-mic rear window, increased ease of entry, large diameter wheel discs which were previously standard fittings only on the Monthéry, and optionally extra two-tone colour schemes. All the models made their first appearance just recently at the Paris Show. On display at Earls Court are the Aconde PGO Elivere saleon; the Monthéry Aronde P60 Elysée saloon, the Montlhéry, the Grand Large and the Monaco. The Montlhéry has a more powerful version of the Flash engine, but otherwise it is almost exactly the same as the Elysée. The Grand Large has different body styling and twodoor coachwork, while the Monaco, which replaces the Grand Large Special, has the same mechanical specification and differs primarily in minor detail of coachwork trim. The tuned engine produces 57 b.h.p. as against the 48 of the standard Flash unit. Fiat (England), Ltd., Water Road, Wembley, Middlesex.

Simca Vedette (France)

THERE ARE two divisions of the Simca group, the Aronde being built in the original factory which used to assemble Fiat cars before the development of the Aronde; the other is the Poissy division which used to be the French branch of the Ford empire. The Poissy division has its own stand on which there are three Simca Vedette models; a Beaulieu saloon, a Chambord saloon, and a Marly estate a Chambord saloon, and a Mariy estate car. The Beaulieu six-seater sa'oon is the basic model, with 2.4-litre vee-8 engine giving 84 b.h.p. at 4,800 r.p.m. The general specification of the Chambord is very similar than batter interior than lar, except that it has better interior trim, a central folding armrest in the front seat, and an eight-valve radio as standard, in addition to a number of smaller accessories. The Marly station wagon differs primarily only in coachwork, and there are also one or two mechanical differences including a lower set of gear ratios. Available at extra cost is Rush-matic, a push-button operated Laycock-de Normanville overdrive on top

gear. Fint (England), Ltd., Water Road, Wembley, Middlesex.

Singer

BEARING A strong family resemblance to the Hillman Minx, the 11-litre Singer Gazelle uses the same integral construc-tion and power unit. The two-door con-

vertible can reach 50 m.p.h. in 14.3 sec from a standing start and has a creditable top speed of 84 m.p.h.—this indicates good performance in a full four-scater 1½-litre

car which weighs just over 21½ cwt.

The Singer has a high standard of interior finish; the seats are deeply padded and the facia panel and garnish rails are covered in polished veneer. Saloon, convertible and estate car versions are available, and the same standard of equipment applies to the three models. The red and grey convertible on the stand is fitted with a Laycock-de Normanville overdrive—an optional extra. Other items of extra equipment are separate front seats, heater and radio.

Singer Motors, Ltd., Ryton-on-Dunsmore, Coventry.

Skoda (Czechoslovakia)

THESE LITTLE Czechoslovakian cars are unchanged since last year. They are notable for a backbone-type chassis, and have all independent suspension, using a transverse leaf spring and upper wishbones at the front and a transverse leaf spring with swing axles at the back. The engine of the 440 is a 1,089 c.c. four-

cylinder overhead valve unit developing 42.5 b.h.p. The saloon is a strong little four-seater, of which the mechanical design has remained little changed for many years. In addition to the two 440 saloons, there is also a more sporting convertible with its 1.1-litre engine boosted in output to 52 h.p., and having a suggested maximum of about 85 m.p.h. Motokov, c/o Automotive and Marine, Ltd., The Crown Garage, Albany Street, London, N.W.

Standard

YEAR BY year since its introduction in July 1947, the Standard Vanguard has been modified and improved. Visitors to Earls Court this year can see what many consider to be the best looking version yet to be built.

Although the basic body pressings remain unchanged from the Phase III car, a deeper windscreen and rear light, a new frontal grille and side and rear lamps, and smart anodised aluminium discs on the wheels, have succeeded in giving the car a fresh appeal. Behind this lies the hand of Michelotti, the Italian body designer who is working in conjunction with Standard. Minor changes also have been made to the interior of the Vignale Vanguard, as it is known in Great Britain. These include a padded facia, kilometre equivalents on the speedometer and a use-ful map rack incorporated in the front compartment.

Normally fitted with a three-speed gear box, the 2-litre Vanguard can instead be equipped with either a four-speed box and central change, or Borg-Warner

transmission.

The improvements carried out on the saloon, which as well as being a sturdy car is also an economical one, are incor-porated in the estate car. The normal seating of both models accommodates 5-6

seating of both models accommodates 5-6 persons, and the estate car has the usual advantages of this type of body.

The smaller-engined Standard Ensign has a four-speed gear box with central change, and the body, basically the same as that of the Vanguard, is neat and roomy. A water temperature thermometer, from reat central arm rest, speedometer trip recorder and a sun vizor for the front seat passenger are detail improvements for 1959.

There are four small Standards, the Pennant, the Ten and the Eight saloons, and the Ten Companion which has an estate car type of body; basically these are unchanged from last year. Detail improvements are a petrol reserve tap and an organ type throttle pedal. The Pennant



The Autocar stands staff have a view of the Facel Vega HK500

Triumph TR3

hard-top





Newcomer to Earls Court-the Triumph-engined Peerless

Triumph TR3 shown as a bare chassis



Standard Pennant





Standard Vanguard

CARS

at the show

Rootes show their Sunbeam Rapier and Minx convertible





has a sports car pattern gear change lever and is more comfortably equipped than the other models.
Standard Motor Co., Ltd., Canley Works,

Coventry.

Studebaker-Packard (U.S.A)

156

BOTH OF the exhibits on this stand are 1959 models, which were previously on display at the Paris Salon earlier this month. Particularly interesting is the new Lark VIII short (9ft 6in) wheelbase saloon,



Vanden Plas limousine of the Princess

which follows the example of the Rambler American in having far less flamboyant styling than the average U.S. product. Indeed, it may mark a very significant new trend in transatlantic car design, in that overhang at each end is reduced almost to a minimum. The Lark has a vee-8 engine and is fitted with automatic transmission, and power steering and brakes. It has a limited-slip differential in the rear axle, and is fully undercoated. The colour is Tahiti coral, and the seats are trimmed in tan cloth; the front seat squabs are adjustable into a steeply reclining position. Also shown is a two-door Hawk sports coupé on a 10ft 6in wheelbase. This also has a powerful vee-8 engine, power steering and brakes, limited-slip differential and a reclining front seat, and is painted in White Sand with sharply contrasting green cloth upholstery. Both these cars have left-hand steering. It is sad that one famous American make is now absent except in name, for it seems that the Corporation have dropped their Packard range.
Studebaker-Packard Corporation, 385, Euston
Road, London, N.W.I.

Sunbeam

THE RAPIER is a compact, attractive 1½-litre car with a sporting performance which has enabled it to compete successfully in international rallies. Fitted with twin carburettors, the 1½-litre engine produces 73 b.h.p. (gross) at 5,200 r.p.m.

Studebaker Lark



3.7 litre power unit for Aston Martin's new DB4



Above right: Buick Invicta convertible



Right: New model from Jaguar is the Mark IX with disc brakes

Vauxhall Cresta



Vauxhall Victor Super

which, pulling a top gear of 4.8 to 1, gives the car a maximum speed of 90 m.p.h. The gear lever is mounted on the floor, and an overdrive can be specified. The petrol tank has a capacity of 10 gallons. There is a convertible model, and on this

the back rest of each front seat tilts forward to give access to the rear seats. The win-dows can be wound down flush with the body sides to provide a completely open car in fine weather. The instruments are particularly comprehensive, including oil pressure gauge, water thermometer, and rev counter. Provision is made for radio and heater. The four cars on the stand are

fitted with these items of equipment.
Sunbeam-Talhot, Ltd., Ryton-on-Dunsmore,
near Coventry.

Triumph 135

ONE OF the most successful sports cars to be built in Great Britain, the TR3, appears unaltered this year. The twincarburettor 1,991 c.c. engine produces 100 b.h.p. and the car, when last road tested by *The Autocar* in January 1957, had a maximum speed of 102 m.p.h.; it can cover a standing quarter mile in 18.7 sec and has a fuel consumption range of 21-32 m.p.g. Open two-seater and hard top versions are manufactured. A Laycock-de Normanville overdrive may be fitted which operates on second, third and top gears. Girling disc brakes are fitted at the front

and wire spoked wheels are an optional

Equipment essential to a car of this type is used on the TR3. There is a large diameter speedometer and rev counter, and the hand brake is of the fly-off pattern. This is one of the very few sports cars to have good luggage accommodation. It is extremely popular in the U.S.A. and has put up excellent performances in international rallies.

One of the cars is shown equipped for

rally work, with overdrive, special adjustable passenger's seat with headrest, grab handle, map light and the like.

Triumph Motor Co. (1945), Ltd., Canley Works, Coventry.

Vauxhall

SOME DETAIL changes were announced last week on the Vauxhall Victor saloons and estate car for 1959, and these are incorporated in the cars exhibited. There are new colours, and stainless steel roof gutters are fitted. The window frames and centre door pillars are now painted in the body colour, and the wheels are finished in ivory. A useful change is that the silencer box is double-skinned, which should increase the life of a component which is subject to much corrosion. It will be noticed that on the Victor Super the exhaust now emerges under the left side of the rear bumper, instead of pro-



Volkeswagen Sedan de luxe

truding through the right bulge of the bumper as before.

A Cresta in a special shade of pink called Royal Glow and ivory, is on a revolvcalled Royal Glow and ivory, is on a revolving turntable, and there is a grey and ivory Victor Estate car on a fixed platform. For prospective buyers a Cresta in charcoal grey and ivory, with red upholstery, an Ivory Velox, and two Victors are available for examination. The full range is also represented in the demonstration park for those who want a trial run. The six cylinder cars, Velox and Cresta, are fitted with the recently introduced centre armets in the front seat. rest in the front seat.

Caravan versions of the Bedford Dormobile will be found on Martin Walter's stand (109), and on stand 108 F. Stuart and Son, Ltd., are showing the Calthorpe Home Cruiser conversion of the light van. Vauxhall Motors, Ltd., Luton, Bedjordshire.



Victor estate car with Cresta (left) and Velox on the Vauxhall stand



Wolseley Fifteen-Fifty



Wolseley 1500



CARS

at the show

Volkswagen

119

CROPPING UP at Earls Court each year in practically unchanged form, the Volkswagen is a true hardy annual, but it is no less popular for being so. This year the de luxe model is shown. Many of the factors which have contributed to the suc-cess of this car can be discovered only on the road, but on the stand one may examine the high quality of the finish, try the comfort of the seats, and notice details like the excellence of the door sealing.

Primarily functional rather than stylish, the VW makes no claim to be a pretty car, but a contrast in appearance is shown by the Karmann Ghia coupe. This car com-bines the sturdy and well-planned chassis of the standard model with a decidedly attractive body designed by Ghia of Turin.
The roomy Microbus de luxe, in two-

tone finish, completes the threesome. Volkswagenwerk, G.m.b.H., c/o V.W. Motors, Ltd., 32-34, St. John's Wood Road, London, N.W.8.

Volvo (Sweden) HOLDING THE Volvo stage is a red and blue Amazon. Several attractive colour combinations are available, but for the more conservatively minded, the company has provided a black demonstrator. nas provided a black demonstrator. The
Amazon is a four-seater, quality car whose
1.6-litre 85 b.h.p. engine provides a
remarkably good performance—the model
will comfortably exceed 90 m.p.h., and
may be driven really hard all day without

becoming greedy for either fuel or oil.

Safety is given careful thought in the
Amazon. There is firm padding round above the front passenger's knees would fold upwards on impact, the steering wheel is dished, and there is a firmly anchored safety strap. This last is a single, diagonal strap, effective without being cumbersome. Volvo A.B., Gothenburg, Sweden.

Wolseley

LIKE MOST B.M.C. products, these cars use body pressings, engines and transmission units common to other models marketed by the Corporation. The differences are to be found not only in the treatment of the external body fittings, but in the application of polished wood veneer and detail equipment inside the cars.

Largest Wolseley is the Six-Ninety, a

roomy car with a maximum speed of 89 m.p.h. It is available with Borg-Warner automatic transmission, or a synchromesh gear box to which an overdrive can be added if required.

It is well equipped, like other models in the range, with heater, twin fog lamps and a screen washer as standard equipment. There are two Six-Nineties on the stand, the turntable exhibit is maroon and has automatic transmission, the other car is a duo-tone grey and white. This is equipped with radio and overdrive. There is also a sectioned "C" series six-cylinder regime of the type used in the Six-Ninety.

The medium-sized Fifteen-Fifty shown at Earls Court is painted grey. Improvements have been made to the seats.

Two of the latest Fifteen Hundred saloons complete the exhibit. When this

car was introduced in 1957 it created a new interest in British motoring; although it is comparatively small, it has a 1½-litre engine and a 3.7 to 1 top gear, which provides easy cruising at speed, with economy of fuel in the order of 32 to 38 m.p.g.

Wolselev Motors, Ltd., Cowley, Oxford.

Safety (M) Fast!



The M.G. has a magic of its own ...

... its appeal is strongest among those who admire the characteristics which stamp a thoroughbred. No sports car has inspired more enthusiasm, or commanded a more loyal band of devotees. The driver who has enjoyed the many delights of an M.G. two-seater sports car will turn instinctively to an M.G. Magnette when he needs a fine all-purpose saloon.

Twelve Months' Warranty and backed by B.M.C. Service — the most comprehensive in Europe,



THE MAGNETTE SALOON

A pedigree sports saloon with traditional M.G. per-formance. The 1,489 c.c. o.h.v. engine develops 68 b.h.p. Superb road-holding, fast cruisino. Leather uphol-stery. Safety glass throughout. Also Varitone model in wide range of two-tone finishes.



A breathtaking blend of power and beauty. Sparkling all-round performance. Tremendous strength and sigidity. Choice of brilliant contemporary colour harmonies. Open two-scater, fixed head Coupé, and Twin-Cam models. (Wing mirror and luggage rack optional extras.)

THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD Overseas Business: Nuffield Exports Limited, Oxford and 41 Piccadilly London, W.I.



Victor estate car with Cresta (left) and Velox on the Vauxhall stand



Wolseley Fifteen-Fifty



Wolseley 1500



CARS

at the show

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Twelve Months' Warranty and backed by B.M.C. Service — the most comprehensive in Europe.



A pedigree sports saloon with traditional M.G. per-formance. The 1,489 c.c. o.h.v. engine develops 68 b.h.p. Superb road-holding, fast cruising, Leather uphol-stery. Safety glass throughout. Also Varitone model in wide range of two-tone finishes.



A breathtaking blend of power and beauty. Sparkling all-round performance. Tremendous strength and rigidity. Choice of brilliant contemporary colour harmonies. Open two-scater, fixed head Coupé, and Twin-Cam models. (Wing mirror and luggage rack optional extrat.)

THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD

Overseas Business: Nuffield Exports Limited, Oxford and 41 Piccadilly London, W.I.

The Mark VIII and Mark IX Saloons. The 3½ litre model is now joined by the new Mark IX model equipped with a 3% litre engine, disc brakes and power steering.

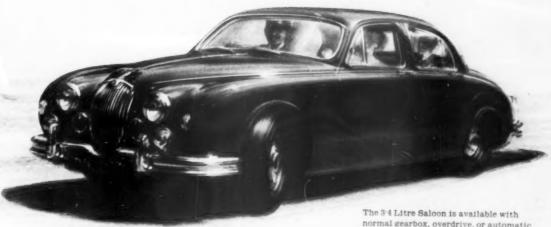
Both are available with overdrive and



of performance, quality and worth



a world standard

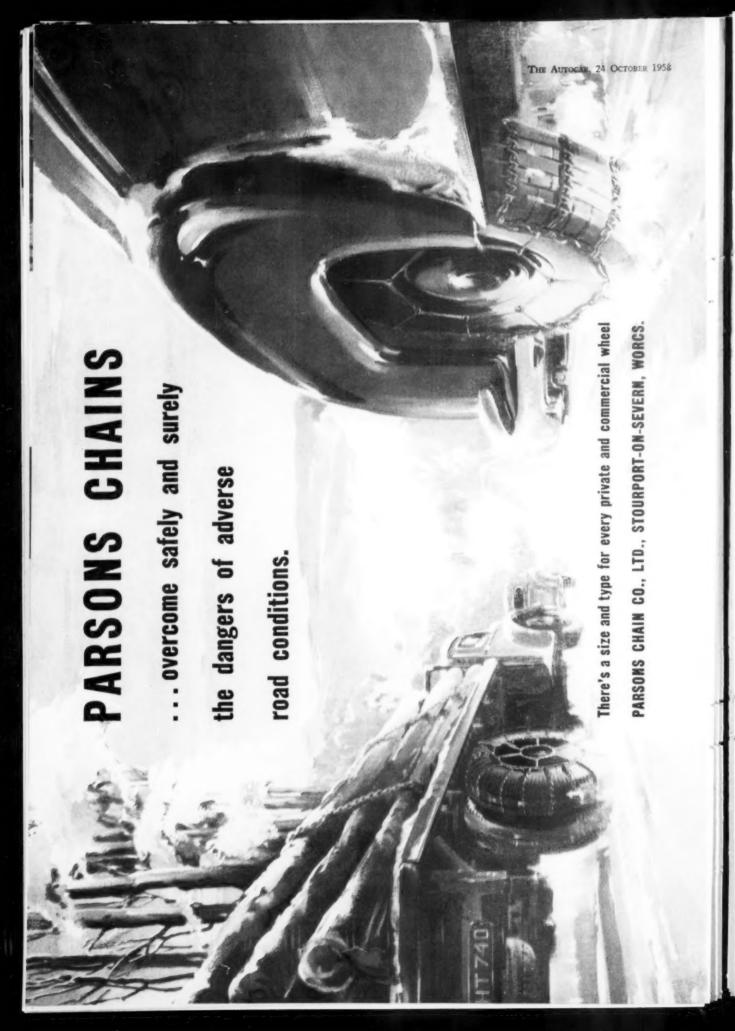


normal gearbox, overdrive, or automatic transmission and with disc brakes.

JAGUAR

The 2-4 Litre Saloon is available with normal gearbox, overdrive, or automatic transmission and with disc brakes.







COACHWORK

E. D. Abbott

RENOWNED for their conversions of Ford-produced saloons into very attractive and spacious estate cars, this company have four such exhibits on their stand. The de luxe Ford Zephyr estate car retains all the amenities of the saloon—as indeed do all the Abbott conversions—yet, with the rear seats folded flat, it provides a rigid, luggage-carrying platform which is 5ft 4in in length. This can be reached either through the original two rear doors of the car, which are retained, or through the single, back door, which has a wide, curved window. The de luxe specification includes various items of interior trim, also a stainless steel roof rack. A standard version is also shown, which does not include the special equipment.

96

Two of these conversions are shown on the Consul saloon, a standard model, with specification as for the standard Zephyr conversion, and a basic model. This type differs from the others in that the rear squab does not fold flat; it is, however, easily detachable. On the stand, this car is shown with the front seat modified to fold flat to form a bed.

E. D. Abbott, Ltd., Farnham, Surrey.

Briggs Motor Bodies

SHOWN ON this stand is the complete range of Ford products—from the little Popular finished in Ludlow green to the two-tone Zodiac convertible with power-operated hood and the capacious Zephyr estate car in two-tone white and green. The display represents Briggs' entire out-put of bodywork—Popular, Anglia and Anglia de luxe; Prefect in two colour schemes; Squire estate car; Consul and Consul de luxe; Zephyr, Zodiac saloon and convertible; and finally the Zephyr estate car which, as from the London Show, is to be finished in a two-colour scheme as standard. On this stand can be seen cars to suit all pockets, and, indeed, all motorists—except the man whose position calls for one of the specialist coachbuilders' products.

Briggs Motor Bodies, Ltd., Chequers Lane, Dagenham, Essex.

British Light Steel Pressings

CATERING for the Rootes Group alone, of which it is a member, this company is showing two examples of the new six-cylinder Humber Super Snipe (in de luxe saloon and estate car forms), and two Humber Hawks (de luxe saloon and limousine). One of the most practical, capacious vehicles of its type, the Super Snipe estate car is finished in a dual colour scheme of sage green and smoke green, with green interior trim, and looks very smart indeed. The colour scheme of this car contrasts well with the Hawk de luxe

TO many people, Earls Court provides the opportunity to compare the relative merits of the quantity-produced cars, balancing this and that feature against what the bank manager may be prevailed upon to advance.

To others it means a great deal more; it allows a close inspection of design trends, attention to detail, craftsmanship—an annual summary of the advances made by the British industry, and an assessment of

how the British products compare with foreign competition.

Some of the great names in coachbuilding are now concerned more with quantity production for the manufacturers of everyday cars; a few have yielded to some extent and cater for the semi-luxury market. But there are those who still continue to build exclusive coachwork for the most costly chassis in the world. Their products are well worth a close study.

saloon, which is in a rich Burgundy red and beige.

British Light Steel Pressings, Ltd., Warple Way, Acton, London, W.3.

Carbodies 100

THE PRESS SHOPS of this company mass-produce body-chassis units for the Ford company at Dagenham—with the difference that they are convertibles, as

opposed to the saloon cars produced for the same company by Briggs Motor Bodies, which company is a part of the great Ford empire. The body panels are basically the same as those used for the saloon versions, except that, to compensate for the loss of strength caused by the absence of the saloon roof, the underparts are stiffened.

Two Consuls are shown, one in white with a blue convertible top which is raised and lowered by an electric motor; the second Consul has a manually operated



E. D. Abbott's Ford Consul estate car conversion Hooper four-door saloon on Bentley "Continental" chassis



COACHWORK . . .

top. There are also two Zephyrs, with power and manually operated tops. Completing the display—and in slightly more sober vein than the brightly coloured, purposeful Ford exhibits—there is an Austin hire car, resembling one of the new London taxis; this vehicle has Borg-Warner automatic transmission.

Carbodies, Ltd., Holyhead Road, Coventry.



102

QUANTITY PRODUCERS of standard bodywork styles for the British Motor Corporation, Fisher and Ludlow are showing five cars offered in the B.M.C. range—Austin A.35 Countryman, Metropolitan hard-top, Wolseley 1500 (these three cars are right-hand drive and to standard specification), and two examples of the Riley One-Point-Five (one of these is left-hand drive).

Fisher and Ludlow, Ltd., P.O. Box No. 268, Kingsbury Road, Birmingham, 24.



103

ONE of the great carriage builders of bygone years who have turned their hand to the automobile and continue to produce the same hand-built, quality coachwork, Hoopers are showing four exhibits on their stand. Most interesting of these is the new Bentley Continental four-door saloon—a truly striking car. Its creators have yielded to the modern, flush-sided style, which can—as early post-war examples demonstrated—look bad if there is a great expanse of uninterrupted panelling. In this case, however, Hoopers have succeeded in overcoming this by the use of none-too-obvious swage lines, and the result is very attractive indeed. The car is finished in scarlet, with beige leather upholstery.

Other exhibits include a Rolls-Royce

Other exhibits include a Rolls-Royce Silver Wraith seven-seater limousine, with all the attention to detail and excellent craftsmanship that one expects from this company. There is also a slightly less "state occasion" long-wheelbase Silver Cloud four-door saloon with electrically operated division. This car, like the Continental Bentley, has the hooded head lamps that distinguish some of the products of this company, and despite being a large car, gives an impression of compactness. A Daimler 3.8-litre Majestic completes the display; it is basically the production car, but special attention to the quality of the



Hooper saloon with division on a Rolls-Royce Silver Cloud chassis

finish has been given by Hoopers, and there is much additional equipment and conversion work, putting this car into the top-quality class. A division has been fitted between the front and rear compartments with a polished, folding table in its centre. All metal panels, flooring and wings have been treated with sound-deadening material, and the roof lined with heatinsulation.

Hooper and Co. (Coachbuilders), Ltd., Western Avenue, Acton, London, W.3.

H. J. Mulliner

ORIGINATORS of the sleek and beautiful Bentley Continental coachwork, it is natural that this famous specialist coachbuilder should have a preponderance of this elegant car on display. In fact, three variants of the Continental are shown: there is the Continental Special, of which the two-door coachwork is similar to the standard Continental two-door saloon; an example of this is also shown. Then there is the Flying Spur Continental which was first introduced in last year's Show and which differs mainly in that it has four, instead of two, doors. Of special light-alloy construction, these three cars retain the good performance of the Continental, yet manage to include just about every possible luxury for high-speed, long-distance travel; they are four-seaters in such circumstances, though space suffices for an extra passenger.

Two exhibits on Rolls-Royce chassis complete the quintet—an imposing, large seven-passenger limousine Silver Wraith, and a drophead coupé for the Silver Cloud. The Wraith demonstrates at its best the razor edge styling for which British coachbuilders are famous, and the Silver Cloud, despite its comparatively large

dimensions, appears a surprisingly compact car—yet will seat four to five people. It is finished in sand-coloured cellulose, with a fine red line at waist level.

Quality of finish, and attention to detail on all these cars is well worth a close study, as they represent the very best of this essentially British craft.

H. J. Mulliner and Co., Ltd., Bedford Park Works, Bath Road, London, W.4.

Mulliners of Birmingham 110

ANOTHER of the companies whose output consists entirely of bodywork for the quantity-production manufacturers, Muliners of Birmingham are concerned solely with the Standard Motor Company. Shown on their stand are examples of the Standard Ten Companion estate car and Triumph TR3 sports two-seater.

Two Companion estate cars are shown,

Two Companion estate cars are shown, with left- and right-hand steering. Serviceable little vehicles, with seating capacity for four—or, with rear seats folded flat, two people and accommodation for a great deal of luggage—they are finished in green and white, and blue and white making a very weeth display.

white, making a very pretty display.

Triumphs are shown in hard-top form with right- and left-hand steering, and as an open two-seater with right-hand steering. These exhibits do not in any way differ from those shown on the stands of their manufacturers.

Mulliners, Ltd., Bordesley Green Road, Birming-ham. 8.

Park Ward

97

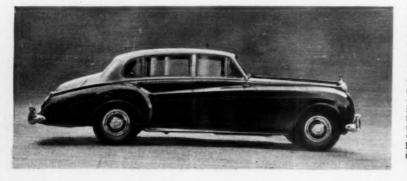
ONE OF THE few remaining coachbuilders which have not been swallowed up by the great manufacturers, Park Ward continue—in the face of difficulties provided by an iniquitous purchase tax—to build distinctive, individual, luxury coachwork for the world's most exclusive cars. All four exhibits on this stand are on Bentley and Rolls-Royce chassis—from the sporting owner-driven Continental Bentley saloon to the seven-passenger saloon coachwork on the Rolls-Royce Silver Wraith chassis.

The Bentley Continental, basically similar to last year's exhibit, has larger

The Bentley Continental, basically similar to last year's exhibit, has larger quarter-windows, hinged at their forward edges, and a wrap-round rear window incorporating a demister. Strikingly finished in ivory cellulose, and upholstered throughout in scarlet leather with walnut woodwork, the car is the last word in high-speed comfort and, justly, is attract-

ing the crowds.
A luxurious, imposing black Silver

Park Ward saloon (with division) on a long-wheelbase Rolls-Royce Silver Cloud





Vanden Plas long-wheelbase Princess IV lime

Wraith seven-seater limousine, a Silver Cloud long-wheelbase saloon with divi-sion, and a convertible Bentley Continental complete the display on this stand. Both the Bentley exhibits are based on the Park Ward light-alloy, lightweight construction—very similar to that used in aircraft. The long-wheelbase Silver Cloud Rolls-Royce is a conversion of the S-Series steel saloon, lengthened to suit the 4in increase in wheelbase. As with the other Rolls-Royce exhibits, the luxury equipment is magnificent-folding tables, radio speaker extension, cigar lighter, division-operating switches and such refinements being provided for the rear seat occupants.

Park Word and Co., Ltd., 473, High Street, Willesden, London, N.W.10.

Pressed Steel Company

ONE OF THE companies concerned with producing bodywork for the great manufacturers, Pressed Steel are showing examples of cars offered by their manufacturers in their standard ranges—Hill-man, Rover, Morris and Standard. There are two Hillmans-a Minx de luxe saloon finished in foam grey-calypso red, with light grey upholstery, and a Husky saloon in green and grey with red upholstery. The Morris is a Series III Oxford, 5/6seater, in turquoise, with grey upholstery; and the Rover exhibit a new 3-litre, look-ing splendidly fresh to the motoring scene in its dual-green colour scheme. Standard's Vanguard Phase III saloon completes the ensemble, all three cars differing neither in quality of finish nor equipment from those offered by their manufacturers.

Pressed Steel Co., Ltd., Cowley, Oxford.

Harold Radford 107

NOTED FOR HIS Countryman conversions to existing luxury coachwork on high-grade cars, Harold Radford is show-

high-grade cars, Harold Radford is showing this year such modifications to the Rolls-Royce Silver Cloud, Bentley S-Series, Jaguar Mark VIII, and Humber Super Snipe saloons.

Basically the conversion carried out on the Silver Cloud saloon applies to all four exhibits. Rear seats fold individually to form a flat luggage platform of very considerable carrying capacity, and the front seat backrests can be folded to provide sleeping accommodation for one or two people. The equipment fitted to these cars is extensive—folding tables, cabinets carrying spirit flasks, bottles and glasses, carrying spirit flasks, bottles and glasses, notebooks, pencils, brush and comb

holders, picnic tables, washbasins and water containers, coffee percolator and Butane gas heater are among the many items. Truly can these cars be lived in and in comparative comfort. Yet, when being used for their original purpose motoring-there are few, if any, signs of

their dual personality.
Slightly less ambitious than the Silver Cloud and Series-S Bentley conversions are the Jaguar and Humber Super Snipe-though these, too, are impressive. Th various seat adjustments are similar. The top of the Jaguar is covered with a plastic material so that the car may be used as a grand stand; with the Humber, a Webasto sun roof is fitted, with wind deflector which folds flush when not needed. Harold Radford (Coachbuilders), Ltd., 124, King Street, Hammersmith, London, W.6.

Thrupp and Maberly

THE OLDEST established concern in the Rootes Group, Thrupp and Maberly's coachbuilding establishment was founded in 1829, building by hand chaises, gigs and coaches. Now their production is confined solely to the body styles offered by the parent company, and shown on the stand are examples of this work. Largest exhibit is the maroon and beige Humber Super Snipe limousine, with its polished burr walnut facia and trim panels, and general air of quality. Two examples of the Sunbeam Rapier are shown—a saloon in black and blue and a convertible. A Hillman Minx convertible completes the display, attractively finished in scarlet, with light grey upholstery and black hood. The specification of this car includes radio, heater, electric clock, overriders, Rimfinishers, and whitewall tyres—all of which are available as extras on the Minx. fined solely to the body styles offered by which are available as extras on the Minx. Thrupp and Maberly, Ltd., Edgware Road, London, N.W.2.

Vanden Plas

STATELY limousines on the Princess STATELY limousines on the Frincess chassis, together with the de luxe version of the big Austin A.105, form the exhibits on this stand. The A.105, finished in sage green and trimmed with pale green hide, provides a link between the large, chauffeur-driven luxury cars and the more mundane production models. The facia mundane production models. The facia panels and other interior woodwork are in polished walnut, and all upholstery is of high-quality leather; particular atten-tion has been paid to sound insulation, the wool headlining, for example, being bonded to a layer of foam rubber and applied directly to the inside of the roof

applied directly to the inside of the roof panel. Body pressings—and, therefore, the car's overall dimensions—are the same as those of the production A.105.

In the more exclusive class are the Princess IV saloon, the Princess long-wheelbase limousine, and special equipment version of the latter car. Basically the same as the long wheelbase limousine. the same as the long-wheelbase limousine, it includes many optional extras, and is intended to demonstrate how an individual, semi-quantity produced car can be brought in line with a customer's special requirements. Examples of the special equipment are: automatic transmission,



Bentley Continental drophead coupé by Park Ward James Young four-door saloon on Bentley Continental chassis



COACHWORK . . .

power steering, electrically operated division, H.M.V. radio with automatic aerial operation, footrests for the rear-seat passengers, mohair rug for the floor of the rear compartment, electric clock and cigar lighter for the rear-seat passengers—in fact, everything that brings a car into the super-luxury standards of British coachbuilding.

Vanden Plas (England), Ltd., Kingsbury Works, Kingsbury Road, London, N.W.9.



104

NUMBERED AMONG the few who have managed to continue building luxury coachwork in the face of purchase tax, James Young, of Bromley, are showing three cars this year—two Rolls-Royces and a single Bentley. Constructed of steel and light alloy—the wooden framework for these quality-built bodies is a thing of the past—both the Rolls-Royce exhibits are suitable for chauffeur- or owner-



James Young saloon on a long-wheelbase Rolls-Royce Silver Cloud chassis

driven use; one is on the long-wheelbase Silver Cloud chassis, and the other on the Silver Wraith.

Specifications of both cars are impressive: beautiful, figured walnut is used in conjunction with hide upholstery—golden beige in both cases—the rear doors have concealed lockers, and such equipment as picnic cases is built into the cars. The Silver Cloud is finished in royal blue with a thin gold line on the waist mouldings and wheel discs; the Silver Wraith is in dark green, with similar fine line treatment.

The sports four-door saloon Bentley is on a chassis to Continental specification, and special attention has been paid to keeping down weight and preserving the good performance of the car. Bucket-type front seats are adjustable individually fore-and-aft and for rake of the backrests. Cabinet work is in figured walnut, the car being finished in mushroom-coloured cellulose and the hide upholstery in golden beige.

James Young, Ltd., London Road, Bromley,



SEVERAL cars in both luxury and rather spartan classes are to be seen only on the stands carrying their names. A.C. make their own sleek bodies, as do Jensen (in plastic). Bristol employ Jones Brothers of Willesden, and Alvis bodies are now being built in numbers by Park Ward. Tickfords, a branch of the David Brown organization, produce the bodies for Aston Martin Lagonda, Ltd. Armstrong Siddeley, Lotus, Morgan, Berkeley and Frisky also build their own bodies.

Tickford's coupé coachwork for the Aston Martin
DB Mark III

CAR-VAN CONVERSIONS (Conchwork Section)

F. Stuart & Son

10

ENGAGED on building caravan conversions for standard light van chassis, this company is showing three vehicles of this type. One—the Calthorpe Home Cruiser—is based on the Bedford 10-12-cwt van, the second, similar arrangement is on an Austin A.152 Omnivan chassis, and the third is on a Ford Thames 10-12-cwt van chassis. All are fitted with a new one-piece Calthorpe elevating roof, coachbuilt to form an integral part of the body. F. Stuart and Som (Shepperton), Ltd., Hamworth Lane, Chettsey, Surrey.

Martin Walter

109

NOTED for their Dormobile conversions of the Thames 15-cwt van, Martin Walter are showing this year a new four-berth caravan incorporating all the necessary equipment to sleep four fully grown people. This vehicle has the advantage of being free of towing difficulties—notably the 30 m.p.h. limit—and, with its good ground clearance and lock, can be used across country.

used across country.

The seating of this vehicle, when the bedroom equipment is stowed away, will accommodate from four to six people. The lower seats form two single beds and an extra two people can sleep in comparative comfort in folding, stretcher-type beds attached to the body sides at roof level. These upper bunks are reached by means of stowing step-ladders. Ingeni-

ous roof design allows the entire roof to be raised in one easy movement, so that the tallest person can stand upright when the caravan is stationary; the available headroom is 7ft 7in. There are two separate entrances to the vehicle—at the rear and at the centre near-side—both fitted with steps. Mirrors, wardrobes, lockers for cutlery, crockery and bedding are provided, as well as a two-burner Calor gas cooker, 8½-gallon water tank and washbasin. So full is the equipment of this ingenious vehicle that space does not

permit a full list; for those who are deterred from caravanning by the thought of a 30 m.p.h. crawl and inevitable handling difficulties, a visit to this stand is well worth while.

Also shown is the Utilecon all-purpose vehicle, a conversion of the Austin half-ton van, on the lines of the Countryman series. It will accommodate four or five people, and can be converted quickly to a sturdy 10-cwt-load carrier.

Martin Walter, Ltd., Utilecon Works, Cheriton Road, Folkestone, Kent.

Martin Walter's Dormobile four-berth caravan conversion for the Ford Thames 15 cwt van chassis



THE MANAGING DIRECTOR'S CAR

THE NEW 4 LITRE

ARMSTRONG SIDDELEY

Star Sapphire

The new Star Sapphire is tailor-made for the man at the top: the man who demands absolute efficiency, sparkling performance and club chair comfort. A powerful new 4-litre engine—bench tested alongside famous aero engines—gives him all the power, acceleration and top speed he can possibly want. New Borg-Warner fully automatic transmission and power-assisted steering give effortless two-pedal driving in town or on the open road.

Race-proven disc brakes on the front wheels ensure safe and powerful braking under any conditions.

Comforts? More-luxurious upholstery, adjustable armrests on the front doors, rear compartment heater—these and many other refinements make this new car superb for the man who drives because he loves it or because he must.



ARMSTRONG SIDDELEY MOTORS, Coventry. Member of the Hawker Siddeley Group



4-LITRE ENGINE - BORG-WARNER TRANSMISSION - POWER STEERING - NEW FRONT AND REAR SUSPENSION - DISC BRAKES ON FRONT WHEELS - NEW LUXURIOUS INTERIOR

Motor Show!

Here

we come!

To be dazzled, jostled, tempted, informed...

and to

identify just

a few of the

ubiquitous.

momentous,

anonymous

Components made

for the

Motor

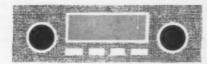
Industry

by

Stand

327

WILMOT





CAR RADIOS



Most expensive-the Koeln radio by Bosch, which tunes itself automatically and accurately to a station

PREVAILING trend to be discerned among car radio receivers at Earls Court is the increasing adoption of power transistors in the output, audio-frequency section; in the radio-frequency stages, where transistors are not yet sufficiently standardized in characteristics, use is made of new valves which will operate satisfactorily on the 12 which will operate satisfactorily on the 12 volts available from a car's battery (this, of course, rules them out for 6-volt installations).

Although transistors are very expensive, in conjunction with low h.t. valves they make redundant the vibrator and its ancillary equipment, and so cheapen and simplify the receiver; an incidental advan-tage is that current drain from the battery may be cut by up to a half.

When transistor production is so precise that these tiny components may be used economically and with confidence in the radio-frequency stages, we may expect a revolution in the size and efficiency of all kinds of radio equipment, including car receivers. Until that time comes, the current hybrid sets offer exceptionally good value

Bosch 407

TRANSISTORS are featured in the German Blaupunkt range of car radio receivers; their sets are much more expensive than British equipment, but they offer degrees of refinement and ease of opera-tion not available in home productionsthough their presentation may not be so attractive to our eyes. The Koeln model

tunes long, medium and also v.h.f. wave-lengths by the usual tuning knob, or automatically at the touch of a button or a remote lever near the steering wheel. Its self-tuning sensitivity is adjustable in three steps, so that in town only strong stations need be sought out by the automatic tun-ing device; in the country its net can be cast wider. It costs £80 10s with standard range of accessories.

The Stuttgart model, which costs £43 13s, has press-button tuning of long, medium and short waves, in addition to the usual manual tuning.

Bosch, Ltd., 20, Carlisle Road, The Hyde, Lowdon, N.W.9.

Ekco

FEATURE of this stand is the new de luxe push-button, transistorized receiver CR 901-a model as attractive in appearance as it is in performance. It is available with modified escutcheon presentations, styled to suit most of the current leading cars. It comprises a 5in loud-speaker to handle the 4 watts output, the transistorized output unit measuring 33in square by 7½ in long, and the receiver unit, which measures only 2in deep by 7in wide and 7in from back to front. Consumption is 1½ amps.

addition to manual tuning on medium and long waves, there is push-button tuning of four medium- and one long-wave station, with exceptionally easy setting of the buttons to any chosen station. Its refinements include tone control and manual setting of the brightness of the tuning scale illumination.

costs £32 11s. This new set supplements the popular and well-known 280 receiver at £21,

K. Cole, Ltd., Ekco Works, Southend-on-Sea,

Motorola

365

TRANSISTORS are now applied to the Motorola range of receivers, both with a single unit giving 4 watts output for one loudspeaker (price £31 2s ld) and a loudspeaker (price £31 Zs 1d) and a double transistor unit giving 8 watts to energize more than one speaker (price £35 7s 4d). The receiver, measuring 7in by 2in by 7½in, gives tuning between 190 and 575 metres, and 1,000 and 2,000 metres, with manual control and also patented five press-button station selection. Where space behind the facia is limited, the transistor output unit can be removed from the rear to the lower face removed from the rear to the lower face of the tuning unit, reducing the front-to-back dimension to 6in. The makers offer the receiver with fitting kits suited to all popular car models.

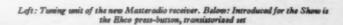
Another model in the range is the shortwave set—a superheterodyne covering medium waves (190-575 metres) and also medium waves (190-575 metres) and also four short waves, selected from 16-, 19-, 25-, 31-, 41-, 49-, 60- and 90-metre bands, with full bandspread tuning. Waveband selection is by push buttons. The tuning unit measures 7in by 2in by 6in, and the power unit 7in by 4in by 3½in. This costs £36 1s 6d for the 8-valve model and 231 164 defeather the farsher model. £31 16s 4d for the 6-valve model. Concurrent with these receivers are offered rear loudspeaker kits.

There are ten aerials in the Motorola ange, from a single-section roof aerial at £1 5s, and side telescopic aerial at £1 7s 6d, to the Courier, manually extended and retracted from within the car, at £5 5s, and an electrically operated version at £13 15s.

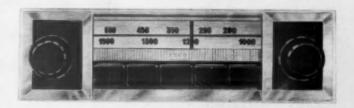
World Radio, Ltd., Edgware Road, London, N.W.2.

Philips

FEATURED on this stand is the well-known G76V model—a compact single unit which is especially suited to "Do-it-yourself" fitting, and styled to tone with a wide variety of car interior decoration. The front dimension is 7in by 2½in, depth 7½in, height at the back 3½in, and the weight of the unit is under 7lb. The 5in

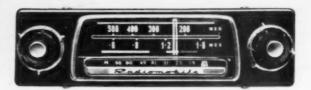








Neat installation of the Philips G76V model



Two Radiomobile models-above, the medium- and short-wave receiver for overseas markets, and, below, the popular little 20X, tuning on long and medium evaves



CAR RADIOS . . .

loudspeaker is secured to a baffle suitable for mounting in any convenient place. Normally the set is supplied for 12-volt operation on which it takes about 2 amps, but a 6-volt version is available on request. Tuning ranges are 1,070 to 2,010 metres, and 186 to 584 metres

Complete with fitting instructions and ancillary equipment—screws, suppression equipment, in fact everything but the aerial—the cost is £23 12s 6d.

Philips Electrical, Ltd., Century House, Shaftes-bury Avenue, London, W.C.2.

Radiomobile 368

CLAIMED to have the most comprehensive range of receivers produced in Great Britain, Smiths offer several variations of equipment in both their de luxe and popular sets. The de luxe receivers consist of model 200R, for long and medium waves, and 202R for medium waves only; both have five-button station selection in addition to manual tuning. There is a choice of amplifiers to link with these receivers—the R.A. type gives 2.5 watts output for one loudspeaker, the RB type 6

watts for a twin-speaker installation.

The popular, single-unit series includes the 20X for medium- and long-wave operation, and the 22X for medium waves only; output to the loudspeaker is one

Designed primarily for overseas markets where broadcasting is confined mainly to the short wavebands, the model 23OR tunes to medium waves, and to eight separate short-wave bands, four between separate short-wave bands, four between 16 and 31 metres, and four on the 40-100-metre section. There is a choice of amplifiers to power one or more loud-speakers. The range of aerials offered is comprehensive—one of the latest is one for wing fitting, in which the copperbraided aerial element is enclosed in a glass-fibre mast, which will spring back even after being bent to a half-circle, and has a remarkably tough epoxy-resin coat-ing. There are fully and semi-retracting sectional, chrome-plated aerials, and also luxury models, one extending and retract-ing by a winding handle within the car, and another powered by an electric motor. S. Smith & Sons (Radiomobile), Ltd., Goodwood Works, North Circular Road, London, N.W.2.

In addition to the radio sets exhibited on their individual stands, there are interesting British products to be seen installed in the cars on display.

Pye's little transistorized set—introduced for the London Motor Show last

year, when it pioneered the use of transistors and the elimination of vibrators to produce H.T. current for valves—has proved a popular fitting in miniature cars, as well as their bigger brethren. The TCR 1000 Pyeway receiver, compact and of high quality, caused a real stir at £20 9s 6d, and is seen in several cars on the stands.

After an absence of a few years from the car radio sphere, Masteradio are back with their CR800 transistorized receiver, selling at £24 3s, and this product of a manufacturer of established repute should do well

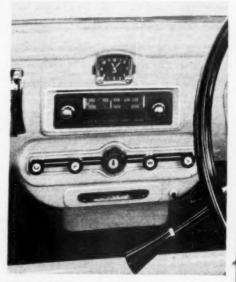
Among manufacturers who sponsor their own car radio installation for their products, Vauxhall are unusual in that their receivers, styled especially for their models, are manufactured exclusively for them by one of the leading firms of electronic engineers in the country.

Basically a three multi-valve superhet

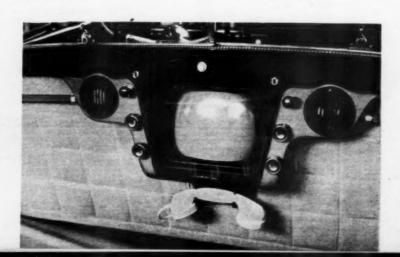
Basically a three multi-valve superhet covering the medium wave-band and a pretuned station on long waves (normally 1,500 metres—B.B.C. Light Programme) it is noteworthy in one particular—the loudspeaker is big enough to give full value from the 1.7 watts output, with good base resource. bass response.

There are, in addition, of course, small portable sets to be seen in caravans, both towed and self-propelled, but not yet are there such sets powered by a car's own batteries, though it is possible to have them arranged to receive signals from the car radio aerial.

Motorola press-button receiver blends happily in the facia of an Austin A.55 (below)



Shape of things to come?-television, radio telephone and all the extras, built into the division of a Simca Presidence





FACEL VEGA

THE FASTEST 4-SEATER SPORTS COUPE IN THE WORLD

NOW AVAILABLE WITH RIGHT HAND DRIVE AND DUNLOP DISC BRAKES TO ALL FOUR WHEELS

There's Burgess thing down here .somewhere!

Clever girl!

MAKE SURE YOUR CAR IS SILENCED BY BURGESS TOO

BURGESS PRODUCTS CO. LTD., SILENCER DIVISION, HINCELEY, LEICESTERSHIRE.

Main Scottish Distributors:-DAVID HARRISON LTD., 78/80 Haymarket Terrace, Edinburgh, 12



AC-Delco impregnated paper oil filter element

AG-Delco

348

THIS COMPANY manufactures a wide range of equipment for the motor industry, including fuel pumps, ignition distri-butors, oil and air filters and sparking plugs. The fuel pumps are of the diaphragm type, driven by an eccentric on the engine camshaft. Their ignition distributors are currently supplied to Vauxhall, and to Rolls-Royce and Bentley. A new range of oil filters has been

A new range of of inters has been introduced, offering great compactness, together with high filtering efficiency. They consist of a pack of precision-formed, impregnated paper discs, arranged in pairs; these form sludge traps of large volume, the oil passing through the discs from the outside to the inside of the element. Both full-flow and by-pass type filters are made, and the ele-ments require changing after approxi-mately 6,000 miles of use. Among the air filters is a new type which is fitted to the crankcase breather.

AC-Delco, Division of General Motors, Ltd., Watling Street, Dunstable, Bedfordshire.

Airflow Streamlines 404

BODY COMPONENTS such as panels and assemblies, wings and radiator grilles are shown by this manufacturer, who also carries out prototype panel fabrica-tions, press work and tooling for the

lines, Ltd., Main Road, Par



Alford & Alder

267

Automotive Products

383

FUEL, OIL AND AIR filters, ball joints and a semi-automatic transmission displayed by this company. Both full-flow and by-pass type Purolator micronic oil filters are made, in which the filtering



Left: Damper settings can be adjusted by turning the knierled wheel on this Armstrong lever model. Right: Adjustable Armstrong telescopic damper

INDEPENDENT front suspension INDEPENDENT front suspension assemblies, as supplied to the industry, are exhibited. There is an example of the assembly for the 3.4-litre Jaguar, and for a Standard Vanguard III. Both employ unequal length wishbones and coil springs with telescopic dampers, the Jaguar assembly having ball joint swivels, while the Vanguard utilizes a single upper hall joint and a lower screw thread trun-

ball joint and a lower screw thread trunnion. Also displayed are a range of steerball joint assemblies. Brake drums and hubs of bolt-on and centre lock type for front and rear wheels are produced. Alford and Alder (Engineers), Ltd., Maylands Avenue, Hemel Hempstead, Hertfordshire.

Armstrong

222

SUSPENSION DAMPERS from this manufacturer are fitted to many British cars, and examples of both telescopic and lever types are to be seen. The lever type is often incorporated in the upper wishbone assembly of a front suspension, the operating spindle forming the inner pivot. A recent development is the pro-vision of an adjustment for the degree of damping. This is effected by turning a pivot. damping. This is effected by turning a knurled wheel on the body of the damper, and this controls the valve setting. In this way, any one of 20 positive positions can be selected.

Adjustable telescopic dampers also are available. These have already been used with success in racing. Dampers in with success in racing. which the adjustment can be linked to controls on the facia are also offered, enabling the degree of damping to be adjusted while the car is in motion. The main value of such adjustment is that variations in car weight with different

loads can be compensated.

Intended for original equipment, repair or salvage, Heli-Coil stainless steel inserts for threads are produced, which considerably increase the strength of threaded

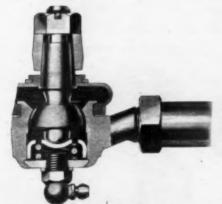
Armstrong Patents Co., Ltd., Eastgate, Beverley, Yorkshire.

element consists of heat-resistant, plasticelement consists of heat-resistant, plastic-impregnated paper, which removes very small solid particles from the oil. Air filters of the dry type also are manufac-tured, and a new model is exhibited which is suitable for fitting to air intakes where under-bonnet space is restricted. Paper is again the filtering medium, and its corrugations are so arranged as to allow for the maximum natural fall-out of dust and abrasive particles.

The Manumatic transmission system

is well known, having been in use for three years. It is available as optional equipment on a number of British cars, and provides automatic control of the and provides automatic control of the clutch when the car moves off or comes to rest, and during gear changes. A centrifugal clutch, which takes the place of the normal clutch, looks after the engagement when starting from rest, and a vacuum servo operated by inlet manifold depression, disensages the clutch for fold depression, disengages the clutch for gear changing. A control unit, operated by a sensitive switch on the gear lever, controls the action of the servo, and engine speed is regulated automatically during a gear change, removing all need for skill on the part of the driver.

Automotive Products Co., Ltd., Tachbrook Road, Lonnington Spa.



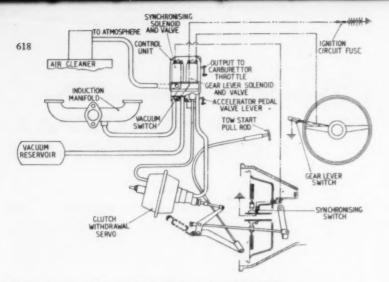
Thompson steering ball joint assembly shown by Automotive Products



New Purolator dry-type air filter

Borg & Beck

CLUTCH ASSEMBLIES manufac-tured by this company are now fitted to more than 80 per cent of vehicles pro-



Diagrammatic layout of Manumatic transmission, by Automotive Products

COMPONENTS . . .

duced in this country. They are made in sizes from 64in to Ilin diameter, and for the high-performance car there are two examples to be seen of a triple-plate clutch of small diameter but of high efficiency, which has been developed from racing experience.

Borg and Beck Co., Ltd., Tachbrook Road, Leamington Spa.

Borg-Warner 384

AN INCREASING NUMBER of British models—it has now reached 25—are available with Borg-Warner fully automatic transmission, the smallest-engined car being the Standard Vanguard, and the largest the Armstrong Siddeley Star Sapphire. This system is of American origin, but Borg-Warner's factory at Letchworth produces all the transmissions supplied to European manufacturers.

A hydraulic torque converter and two ests of epicyclic gears are employed, the converter giving a maximum torque multiplication of a little more than 2 to 1, and operating in all gears except direct drive, when it is locked out by means of a plate clutch. Two intermediate gears are provided, and changes between these and direct drive occur automatically, and depend upon engine speed and throttle position, the actual change being carried out by hydraulic means.

out by hydraulic means.

Intermediate gear can be obtained by operating the kick-down switch beyond the fully open position of the accelerator, or by selecting an intermediate hold position of the control lever. Either method allows higher engine r.p.m. in that gear

to be obtained before an upward change takes place. Operating the intermediate hold, however, does not require full throttle as does the kick-down switch, and fuel economy is improved.

fuel economy is improved.

The control lever quadrant provides for the selection of Low ratio, which is used for climbing steep hills or to give extra engine braking, and there is no automatic upward change when it is selected. The lever must be in the Neutral position when the engine is started, and the Park position engages a pawl that locks the transmission and augments the hand-brake.

Another well-known product from Borg-Warner—the overdrive unit—can also be seen on this stand, and this is available as optional equipment on many British cars. An epicyclic gear set is used in this unit, fitted behind the gear box, to obtain the 30 per cent reduction in engine speed which gives more effortless cruising and improves fuel consumption. It is semi-automatic in operation, so that when the hand control is in the overdrive position, releasing the accelerator above about 32 m.p.h. brings the overdrive into use, while direct drive can be re-engaged by operating a kick-down switch. Freewheeling takes place below about 28 m.p.h., and there is automatic re-engagement of direct drive at this speed.

Morse timing chains are another product of this company.

Borg-Warner, Ltd., Jubilee Road, Letchworth, Hertfordshire.

David Brown 241

ENTHUSIASTIC MOTORISTS will make a point of seeing the exhibits on this stand, for they include the new \$ 432 gear box which is fitted to the Aston Martin DB 4. It is designed to transmit the increased torque of the 3.7-litre engine; the case is of aluminium, and all gears and shafts are of high quality nickel chrome, case-hardened steel.

Other synchromesh gear boxes are shown. Two of these are four-speed, and another is a five-speed unit, which has, in effect, an in-built overdrive ratio of 0.825 to 1. Also exhibited is the combined gear box and final drive unit used by Aston Martin for their sports-racing cars. Other products of the David Brown organization are worm drive gears, hypoid and spiral bevel gears, timing and camshaft gears, and differential bevels. Automobile castings and gear pumps can also be seen.

also be seen.

David Brown Industries, Ltd. (Accessories Division), Group Publicity Services, Meltham, Huddersfield, Yorkshire.

British Piston Ring Company

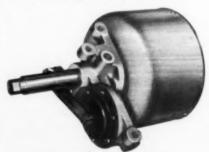
THIS FIRM ARE well-known suppliers of engine parts, and among the exhibits can be seen Covmo pistons of various types, such as the split skirt PS model, and piston rings with chromium-plated wearing surfaces or graphite-impregnated finish. Cylinder liners and valve seat inserts are also made, and other products include valve guides, tappets, and swirl chambers for diesel engines.

British Piston Ring Co., Ltd., Holbrook Lane, Coventry,

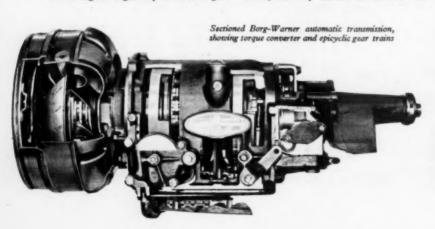
C.A.V. 249

ELECTRICAL and fuel injection equipment is shown on this stand. Injection pumps, nozzles, including multi-hole pintle and dual pintle, long and short stem types, can be examined, and a paper element fuel-oil filter. Another item of fuel injection equipment is the C.A.V. Thermostart starting aid, which assists the starting of diesel engines at low temperatures.

On the electrical side, there is a selection of D.C. and A.C. generators, and



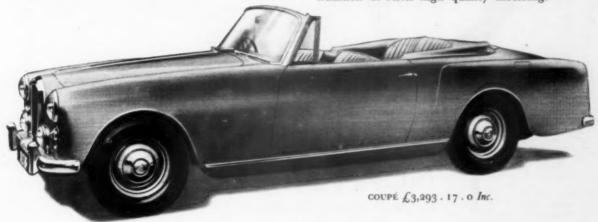
Clayton Dewandre VOM brake servo Dunlop Pneuride air spring front suspension

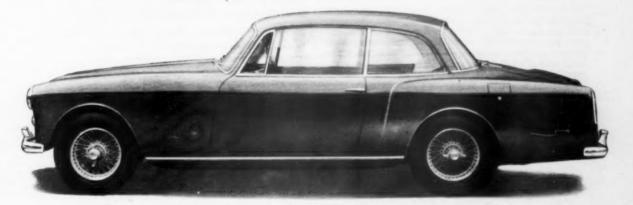




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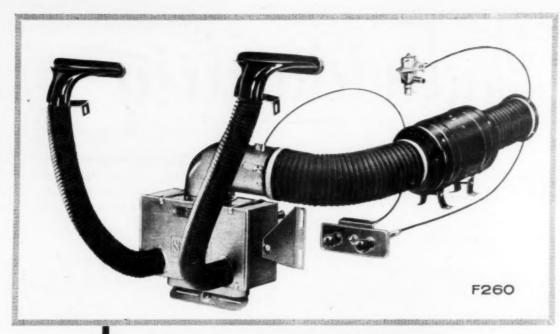


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ADDRESS		

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SMITHS RE-CIRCULATION HEATER provides an inexpensive way of keeping warm until you get a new car.

SMITHS NEW REAR-SEAT MEATER keeps the back-seat passengers warm and de-mists the rear window.

SMITHS 'BUILT-IN' HEATER is the fresh air heating and ventilating equipment you should clearly specify when ordering a new car.

SEND THE COUPON FOR FREE BOOKLET "SMITHS AGAINST THE WEATHER".

electric starters, which are designed for marine purposes. Heavy-duty lead-acid batteries are another product of this com-

C.A.V., Ltd., Warple Way, Acton, London, W.3.

Clayton Dewandre

THIS COMPANY specializes in pneumatic equipment, much of it for heavy commercial vehicles, but one component for private cars is the VOM servo for brake systems. This unit is fitted at any convenient position in the pipe-line between brake master cylinder and wheel cylinders, and contains a large diameter, servo piston subjected to induction manifold depression. Movement of this piston as the brake pedal is depressed operates a small hydraulic piston, whose move-ment augments the pressure in the hydraulic pipe-line to the brakes. The degree of assistance is progressive and proportional to the effort applied at the brake pedal, up to the maximum depres sion available at the induction manifold. Such a unit is necessary on some disc brake applications and for non-self-servo drum brakes to reduce pedal effort.

Clayton Dewandre manufacture com-ponents for pneumatic suspension systems. These consist of the BW Tu-Flo 100 compressor, which is engine-driven and is of the single-cylinder, balanced type which requires no separate unloader valve or governor. Designed to run at 5,000 r.p.m., it is engine-lubricated and has a integral air cleaner and reedtype inlet and discharge valves. Other equipment for pneumatic suspension systems includes a reducer valve which limits air pressure in the system to 100 lb sq in, a control valve operated by door opening, and levelling valves. The latter, which control the flow to air springs according to vehicle height, incorporate a device which locks the air in the springs at the pressure prevailing at the instant that supply is severed by the control valve. A flow valve, also shown, performs the task of equalizing the pressure between two air springs on opposite sides of the car, but prevents flow between them when one of the air springs is compressed by suspension

Clayton Dewardre Co., Ltd., Tisanic Works, Lincoln.

COMPONENTS . . .





(Left) On the latest Dunlop disc brake, pads can be quickly replaced after removing the hooper in the centre of the caliper. (Right) E.N.V. hypoid bevel final drive with two-star differential

Delaney Gallay

619

425

224

EQUIPMENT shown by this company includes examples of their radiators, oil coolers, grilles and fuel tanks, which are made to special order.

Delaney Gallay, Ltd., Vulcan Works, Edgware Road, London, N.W.2.

Dunlop 380

A MAJOR CONTRIBUTION to improved braking was made by Dunlop when they pioneered the disc brake in this country, and their production disc brakes are now fitted as standard equipment to a number of British high-perfor-mance cars, where fade-free characteristics are so very important. An iron caliper contains brake pads of segmental shape; these are applied hydraulically by pistons carried in separate light alloy castings bolted to each side of the caliper. In this way, pistons of varying diameter can be applied to the same basic brake to give the required braking ratio between front and rear wheels. A retractor device keeps the pads clear of the disc when brakes are off, and a constant clearance is maintained by an automatic adjuster within the pistons. Pads can now be withdrawn from the caliper for replacement without disturbing the hydraulic system. For the rear brakes, a separate caliper and pair of friction pads are pivoted to the main caliper and mechanically connected to the hand-brake lever.

Dunlop's pneumatic air suspensionthe Pneuride system—is coming into use on commercial vehicles, and a number of on commercial venicles, and a number of car manufacturers are experimenting with this system. In principle, metal springs are replaced by a steel canister and rubber diaphragm, the canister being mounted on the chassis, and the dia-phragm is connected to the lower wish-bone of a front suspension, or trailing

link of a rear suspension.

Air pressure within the canisters is maintained by an engine-driven compresand levelling valves at front and rear, mechanically connected to the suspension parts, admit or release air from the spring units to maintain a constant vehicle height, irrespective of load carried. The shape of the canister and piston over which the diaphragm rolls can be adjusted for different vehicles to provide the re-quired load-deflection characteristics. The desirable rising rate on bump can

be provided, and an important advantage is that wheel-deflection to the full bump position is the same whether the vehicle is lightly or heavily laden; this is an important consideration when the passenger portant consideration when the passenger weight is a large proportion of the total weight, as in a small car. Hence the same riding comfort can be provided under any conditions of load.

There are other components in the

system, such as an air accumulator, to provide for suspension control when the engine is stopped. An isolator valve allows air to be admitted or exhausted from each spring through the levelling valve, but permits only a small amount of air to pass between the springs themselves, in order to provide roll resistance at the front suspension, for example,

Dunlop Rim and Wheel Co., Ltd., c/o Dunlop Rubber Co., Ltd., Aviation Division, Foleshill, Coventry.

E.N.V.

REAR AXLE components and assem-blies and complete axles are exhibited by this company, whose products are fitted

Cooper's Mechanical Joints

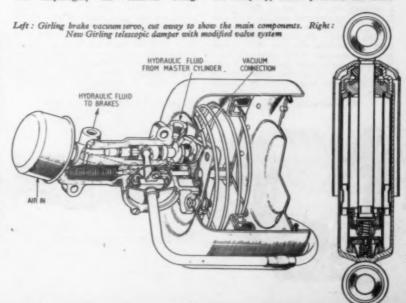
AMONG THE COMPONENTS that this manufacturer supplies to the motor industry are oil and fuel filters, air cleaners—an example is fitted to the Austin A.40—gauze strainers, and a mul-titude of small parts, such as gaskets and light press work details,

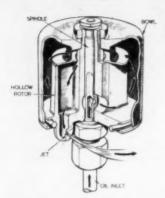
Cooper's Mechanical Joints, Ltd., 14, Liverped Road, Trading Estate, Slough, Buckinghamshire

Coventry Radiator & Presswork 213

MANY SHEET METAL components for the motor industry are made by this company, as well as radiators. They were among the first to introduce the cross-flow type of radiator which is fitted by Standards on the Vanguard model.

Coventry Radiator and Presswork Co., Ltd., Canley, Coventry.





Oil jets drive the Glacier centrifugal oil filter, which is operated by engine oil pressure



Hardy Spicer universal joins and splined sliding coupling as used on propeller shafts

COMPONENTS . . .

on many British cars. Camshafts with profile ground cams are also manufactured.

B.N.V. Engineering Co., Ltd., 4-5, Hythe Road, London, N.W.10.

Feeny & Johnson 408

VACUUM SERVO equipment is displayed; it is employed for a variety of purposes, including the operation of brakes on trailers. Quick-release couplings and servo-assisted controls for disabled drivers are other products of this company.

Feeny and Johnson, Ltd., 134-136, Ealing Road, Wembley, Middlesex.

Girling 317

EXHIBITED for the first time is a new telescopic suspension damper of advanced design. In appearance it is identical with previous Girling dampers, but design improvements have been made, including a new rebound valve, in which the setting is obtained by means of a coil spring bearing on a shim valve. There is also a new base valve, and it is claimed that more consistent and reliable settings are obtained. Stresses at the valve parts have been reduced, and the object of the new damper has been to eliminate temperature fade by reducing aeration of the fluid.

This year there are no changes to the Girling range of brakes, and displayed on their stand are production disc brakes and a working model of one of these units. It will be remembered that, for their disc brakes, Girling use their Hydrastatic system, in which the pads are held in very light contact with the disc at all times, to ensure constant pedal travel and automatically compensate for wear of the pads. When worn, the pads can be quickly removed from the caliper through

an opening in its outer surface after detaching a pair of retainers.

Girling manufacture drum brakes of

Girling manufacture drum brakes of leading and trailing, two-leading shoe and two-trailing shoe types. The latter, used for high-performance cars, have no self-servo action, and have high-fade stability, but require servo assistance to reduce pedal pressure. They are also self-adjusting for lining wear.

A vacuum servo unit, manufactured by this company for the purpose, is of the suspended vacuum type. Induction manifold depression is conveyed to both sides of the vacuum cylinder, and when the brakes are applied, the vacuum is destroyed at one side of the piston to provide thrust. A plunger engages with an output piston, to increase the fluid pressure applied to the brakes; the valve which controls the servo action is operated by fluid pressure from the master cylinder. Progressive braking assistance is obtained.

Girling, Ltd., King's Road, Tyseley, Birmingham,



Hepworth and Grandage piston with rings and, below, a spring-backed oil control ring



Glacier Metal

LARGE QUANTITIES of white metal and copper-lead steel-backed bearings, mostly for mains and big ends, are manufactured by this company. A more recent development, introduced this year, is the aluminium-tin bearing, which has a higher fatigue resistance than white metal or copper-lead, and requires no protective overlay. They should be cheaper to manufacture than copper-lead bearings when in full production, and bearings of this type are at present fitted to models in the Fiat range.

A version of the Glacier centrifugal oil filter, already used in commercial vehicles and in industrial applications, has been developed for private cars. It consists of a bowl attached to a rotor, which revolves on a spindle at speeds up to 9,000 r.p.m. Oil is fed under pressure from the lubrication system to the centre of the spindle and enters the bowl, where it is rotated. Dirt present in the oil is subjected to a force of 1,500 times the force of gravity at this speed, and here it is separated from the oil where it the bowl.

the oil, where it collects in the bowl.

The oil itself drives the filter by means of a pair of tangentially placed jets,

through which the oil leaves the bowl. It can be mounted in a suitably enlarged oil filler, down which the oil drains after passing through the filter. This filter, which is of the by-pass type, is about 3in in diameter, and requires only a feed-pipe from the lubrication system.

Glacier Metal Co., Ltd., 368, Ealing Road, Alperton, Wembley, Middlesex.

Hardy Spicer

225

400

MOST BRITISH CARS are fitted with propeller shafts manufactured by Hardy Spicer. They have universal joints with needle roller bearings, and there are examples of divided propeller shafts, in which the centre bearing assembly is carried in rubber mountings on the chassis. Other types of universal joints made are small designs for offset steering columns, and the Rzeppa constant-velocity joint. Hardy Spicer, Ltd., Birch Road, Witton, Birmingham, 6.

Hepworth & Grandage 331

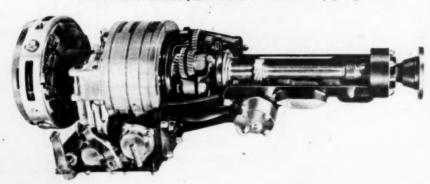
CYLINDER COMPONENTS manufactured by this company can be seen, and these include piston rings, cylinder liners, valve seat inserts and gudgeon pins. There is a wide range of piston rings displayed, including chromium-plated compression rings, spring-backed compression rings and various examples of oil control rings. Hepworth and Grandage, Ltd., Austral House, Hirstwood Works, Shipley, Yorkshipe.

Hobbs

406

A BRITISH automatic transmission is exhibited on this stand; unlike the American systems, it does not make use of a fluid coupling or torque converter. Pro-

Hobbs automatic transmission, sectioned to show the clutches and epicyclic gear train



The Lively Riley One-Point-Five



Great performance in a compact four-seater.

Sports-tuned twin carburetter 1½ litre Riley engine.

Extra high top gear—that is virtually an overdrive—for high speed cruising.

Acceleration is breath-taking.

Running costs are remarkably low.

Interior finish with real leather upholstery and polished walnut veneer. Yes! For performance, comfort and value for money—it's a 'winner'.

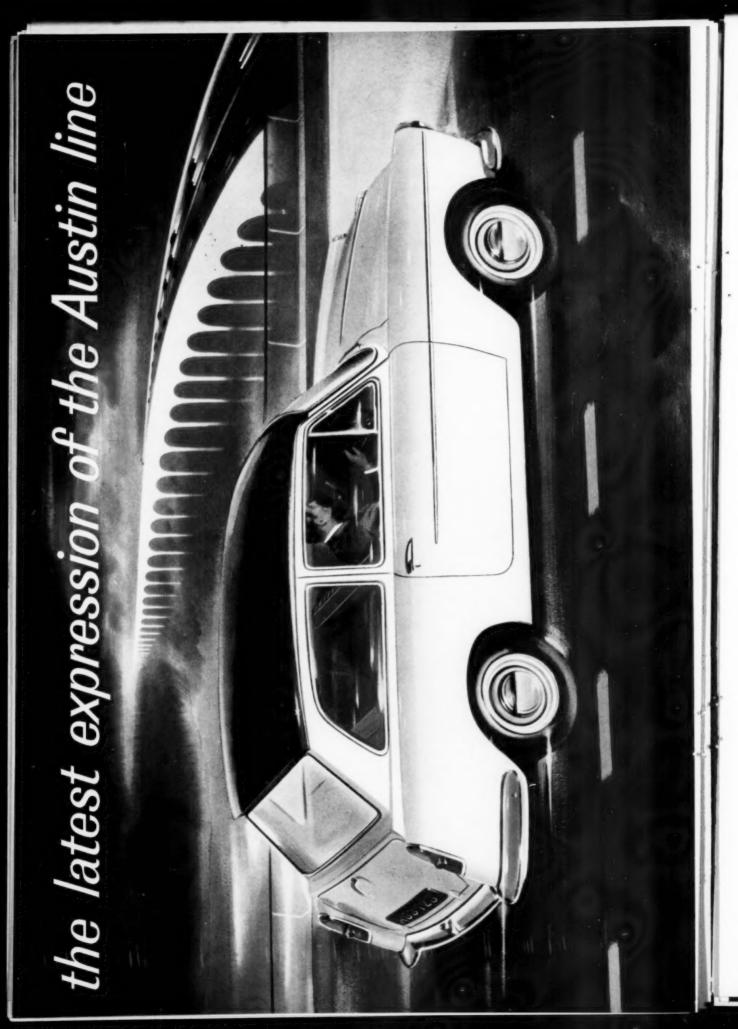
Two Brilliant Rileys for Magnificent Motoring



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London Showrooms: 55/56 Pall Mall, SW1. Overscas Division: Nuffield Exports Ltd., Oxford & 41-46 Piccadilly, W1

with fully Automatic Transmission.



SMALL CAR OF TODAY AUSTIN A.40 THE MOST ADVANCED

The new A.40 is more than the most important small car development sweeping advances in all cars. Austin believe that their own future in the British motor industry: it is a pointer to future design the world over. Most people recognise that the next few years will see

developments will win them world leadership. The new $A.40\,\mathrm{is}$ the first of these projects to go into production. As expected it has been hailed everywhere as the most advanced small car of today, Price: £676 7s. tax paid. De luxe saloon £689 2s, tax paid, Many extras available.



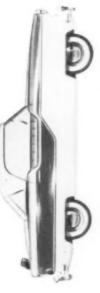




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A.55 From (808.7s tox paid

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PRINCESS From (3236.78 tus paid



BUY AUSTIN MOTOR COMPANY LIMITED

Everyone drives

better in a

Vauxhall Victor



Victor £498 plus £250. 7s. Pt (£748. 7s.) Victor Super £520 plus £261. 7s. Pt (£781. 7s.) Victor Estate Car £620 plus £311. 7s. Pt (£931. 7s.)



■ Velox ■ Cresta

Miles seem shorter when you drive a Vauxhall. Hills flatten out. Curves straighten. *Vistas expand*. And why? Because functional engineering and modern styling are combined in almost perfect harmony.

Driving is believing. Ask your dealer for a demonstration run. Ask him, too, to show you the attractive new colours and upholstery designs which grace all the new Vauxhalls. Inside and out, Victor, Velox and Cresta look different and look better than ever. And they are all backed by Vauxhall Square Deal Service, best and cheapest in the country.

■ Phenomenal roadholding ■ Panoramic vision ■ Advanced styling ■ Finger-light steering ■ All-synchro mesh gearbox ■ Smooth long-life engine ■ Powerful progressive brakes ■ Roomy comfortable interior ■ Low centre of gravity ■ Extra large boot.

Velox £655 plus £328, 17s. PT (£983, 17s.) Cresta £715 plus £358, 17s. PT (£1,073, 17s.)

OVER 25 YEARS ENPERIENCE



MOTOR SHOW

STAND Nº 317/318



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BRAKE SYSTEMS BY

GIRLING

meet every requirement

GIRLING LTD . KINGS ROAD . TYSELEY . BIRMINGHAM 11

COMPONENTS ..

totypes of the Hobbs transmission were tested before and during the last war in various cars and armoured vehicles and the present transmission is the result of over ten years of development work. It is not, however, fitted on production cars at present.

In this transmission there are a pair of plate clutches which are engaged alternately and are operated by hydraulic means; these control the operation of an epicyclic gear set. Take-up from rest is carried out by automatic engagement of one of the clutches, and subsequently a control mechanism effects upward and downward changes according to road speed.

A kick-down switch beyond the fully open position of the throttle selects a lower gear for hill climbing or acceleration, and alternatively any of the ratios can be selected by a lever, in which case the transmission is held in that particular gear. As no hydraulic coupling is used, there is no slip and power loss in the drive—an important advantage where smaller cars are concerned.

Hobbs Transmission, Ltd., 78, Russell Terrece, Learnington Spa.

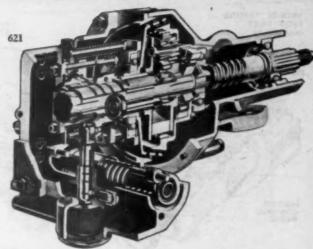


HYDRAULIC PUMPS for engine lubrication systems and for other hydraulic



The Lockheed 5\(\frac{1}{2}\) in diameter vacuum servo is now available for fitting to existing brake systems

Laycoch overdrive with epicyclic gears, engaged by cone clutch and operated by oil pressure from a pump



systems, such as for powered steering, are made by this firm—a recent application is the pump for the power steering on the Mk IX Jaguar. This simple pump consists of a pair of rotors, one inside the other; the centre driven rotor has four lobes similar in shape to gear teeth, driven by the engine. The outer rotor, which is driven by the inner one, has five recesses—one less than on the inner rotor—and the oil is carried round in the spaces formed between them. This is made possible by the eccentric mounting of the inner rotor. It is claimed that efficiency is about 25 per cent greater than that for a normal type of spur gear pump with two pinions.

In addition to the normal low-pressure pumps for engine and transmission lubrication, this company also display a new high performance roller pump, which operates at pressures up to 1,200 lb sq in. It has integral flow control and pressure relief valve, and replaces existing rotor-type pumps, in systems where pressures above 800 lb sq in are required.

Hobourn-Eaton Manufacturing Co., Ltd., Strood, Rochester, Kent.

Laycock 399

OVERDRIVE UNITS which fit between the gear box and propeller shaft are manufactured by this company, and they are available as optional equipment on many cars. A set of epicyclic gears provides the necessary reduction in engine speed, and these are engaged by a cone clutch operated by oil under pressure from a hydraulic pump. There is no interruption in the drive when a change takes place, which is, therefore, at full torque, and engine braking is always available. Overdrive ratio is brought in or out of

Overdrive ratio is brought in or out of operation by means of a switch on the facia or steering column, which, when closed, energizes a solenoid to operate a hydraulic valve. A recent refinement is an inhibitor switch interconnected with the throttle pedal linkage, which prevents engagement or disengagement of overdrive when the throttle is closed. This helps to ensure a smooth change.

Laycock Engineering, Ltd., Victoria Works, Sheffield, 3.

Lockheed 3

A WIDE RANGE of hydraulic brakes is exhibited, including leading and trailing shoe, two-leading shoe designs and the Brakemaster type. Last year, Lockheed introduced a new disc brake with segmental pads bonded to steel contact plates. A device behind the plates retracts them and maintains constant clearance at the disc, Wear at the pads can be examined from the sides of the caliper. Lockheed disc brakes are currently used on the B.R.M. formula 1 cars.

Designed for fast cars, the Brakemaster system consists of leading and trailing shoe brakes, each having a single wheel cylinder. The trailing shoe of each brake, however, is operated by a larger diameter piston than that of the leading shoes, which ensures that both shoes contribute the same amount of work to the brake, and the effort is balanced between them.

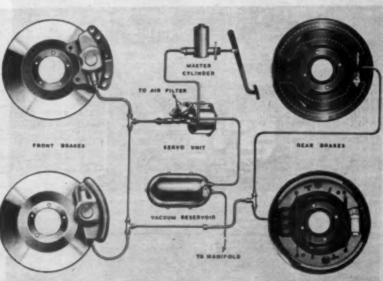
With this type of brake, the self-servo action is reduced, giving improved fade

Lockhoed system of disc front brakes, drum rear brakes and vacuum booster to reduce pedal effort

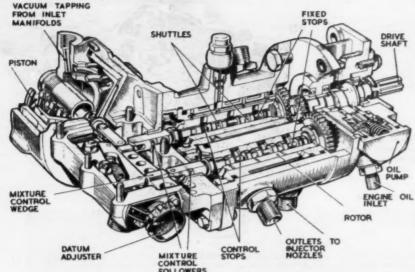


Two types of Metalastik bonded rubber mountings.
Below is the new contrasonic rear spring shackle









Metering distributor of the Lucas fuel injection system for a six-cylinder engine

COMPONENTS . . .

resistance, and therefore servo-assistance is required, this being provided by a Lockheed vacuum servo unit. Mounted in the braking system between master cylinder and wheel cylinders, it is of the suspended vacuum type, and has a reservoir with sufficient capacity for two or three applications of the brakes to be made when the engine is not running, though, of course, unassisted braking is always available.

This servo system is also used in certain disc brake applications. The Brakemaster system has automatic adjustment of the

Lockheed are now making their 5½in diameter vacuum-servo unit available to the motoring public for fitting to existing braking systems. A problem with brake servos is to ensure early opening of the vacuum valve when light pressures are applied to the brake pedal, at the same time avoiding excessive assistance when heavier braking is required.

Hydraulic pressure from the master cylinder is applied to this vacuum valve which is in two parts. A centre portion has a light spring, and is therefore easily opened by low line pressure; consequently servo assistance begins at once.

Higher pedal pressures cause the whole

diaphragm to lift against the stronger spring, which gives increased resistance and prevents too much servo assistance being applied. At all times, however, this assistance is proportional to pedal effort.

Brake hoses with Terylene-rayon reinforcement are now being produced, and these are tested up to 12,500 lb sq in, which is over double the S.A.E. requirements for these components. They also have less expansion under pressure, be-cause of the higher tensile strength of these fibres, and give a better feel to the brake operation.

Lockheed is an associated company of Automotive Products on whose stand (No. 383) is shown, among the Thompson ball joints, a new self-lubricating joint with fabric-nylon bearings.

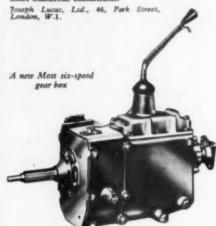
Lockheed Hydraulic Brake Co., Ltd., Tachbrook Road, Learnington Spa.

250-251 Lucas

HERE IS exhibited a great range of electrical equipment, including ignition systems, generators, starters, voltage conignition systems, generators, starters, voltage controls and coils. Equipment of particular interest is a fuel injection system as used on the winning *Ecurie Ecosse* Jaguar at Le Mans in 1957. Advantages of the fuel injection system over carburettors are the elimination of a choke, which permits better charging and increased power out-

put, and accurate control of the amount of fuel supplied to each cylinder under all conditions. This leads to greater flexibility and improved economy.

The system has fuel supplied at 100 lb sq in by an electrically driven gear pump to a distributor unit having two rotating metering elements geared together, each running at one quarter engine speed. In this unit, fuel is accurately metered and passed to each injector in turn. These are of poppet valve type, and are fitted in the induction manifold near the inlet ports, where the fuel is discharged into the air stream in a fine spray. The amount of stream in a fine spray. The amount of air passing into the engine determines the quantity of fuel metered, and this is regulated by a mixture control unit integral with the metering distributor, sensitive to inlet manifold conditions.



Metalastik

347

MANY TYPES of bonded rubber-tometal mountings are made by Metalastik, and new this year is a rear shackle bush and new this year is a rear shackle bush named the Contrasonic, which replaces the normal shackle link. A pair of rubber bushes, arranged as illustrated on page 621, provides the necessary fore-and-aft flexibility, yet locates the spring end in vertical and lateral planes. This is used on the new Rover Three-Litre model.

Other types of flexible bushes for suspension and steering applications are shown. There are several types of engine mountings, among which is the Eligo, which deflects as much as lin under a load of 200 lb, and also flexible couplings for propeller shafts and steering columns.

Metalastik, Leicester, Ltd., Evington Valley

Moss Gear

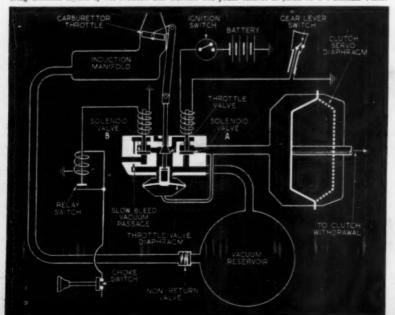
A NEW constant-mesh synchromesh sixspeed gear box, introduced this year, is available with or without overdrive. Also being shown are a normal four-speed synchromesh box, hypoid rear axles and hypoid and spiral bevel differential units. There is also a selection of cut gearing, crownwheels and pinions and camshafts.

Moss Gear Co., Lid., Crown Works, Tyburn, Birmingham, 24.

Newton and Bennett 230

THIS COMPANY manufactures highquality suspension dampers of the telescopic type, and a form of two-pedal control known as the Newtondrive, which is available as optional extra equipment on a number of cars. A Newton centri-

Diagrammatic layout of the Newton and Bennett two-pedal control as fitted to a Vauxhall Victor





THE FASTEST AND SAFEST TWO-LITRE PRODUCTION SPORTS CAR

See the A.C. ACE and ACECA on Stand 165 but preferably try them on the road. Experience the unique qualities of 125 horse power concentrated in a chassis of advanced design. Enjoy the positive handling and instant response that ensure high average speeds with perfect safety on today's winding and congested roads.



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Ditton'



SEE US AT
THE MOTOR SHOW
ON STAND 374

Exide

still keeps going when the rest have stopped

PRESSURE CHAMBER



Left: A Baldwin brake booster sectioned to show the two-diameter piston and connections to the braking system. Right: Exhaust side of the Perkins Four 99 dictel engine, showing the distributor type injection pump and nonzles

LOW PRESSURE CHAMBER

COMPONENTS . . .

HIGH

fugal clutch gives automatic engagement when starting from rest, and disengagement when coming to a standstill. There is also a clutch withdrawal mechanism linkage to a vacuum servo which dis-

engages the clutch for gear changing.

From an accompanying illustration it will be seen that induction manifold depression can be passed to this vacuum servo via the reservoir and a control unit containing three valves. Two of these valves are operated by solenoids, and the third, which is linked to the carburettor throttle, is moved by a flexible diaphragm. The solenoid for valve A is energized when a switch in the gear lever knob is closed, whereupon the valve lifts and admits vacuum to the clutch servo, to dispresse the clutch for a gear change.

engage the clutch for a gear change. Simultaneously, the underside of the throttle valve diaphragm is subjected to this depression, and the throttle is opened alightly to prevent engine speed falling below the speed at which the bobweights would start to disengage the clutch. This ensures that a smooth take-up of the drive follows the change. This automatic throttle opening also gives an approximate synchronization of engine and transmission speeds during a downward change.

When the choke is used, engine idling speed is increased to a point where clutch engagement could take place. A switch operated by the choke control opens a relay switch which de-energizes the solenoid for valve B. This valve falls and allows vacuum to enter the servo through a slow-bleed passage to disengage the clutch. When the driver presses the accelerator, the throttle valve is opened and allows air to enter the servo, thereby engaging the clutch for starting. A manual control inside the car engages the clutch for tow starting or parking on hills.

Newton & Bennett, Ltd., Maylands Avenue, Hemel Hempstead, Herts.

Perkins 23

THE LATEST small diesel engine by Perkins is available as a conversion unit for a number of cars, including earlier Vauxhall Velox and Wyvern models and the Ford Consul. It is a four-cylinder engine of 1,621 c.c., which produces a maximum of 43 b.h.p. at 4,000 r.p.m. Weight, with electrical starting equipment, but less flywheel, is 361 lb. The design incorporates a new system of combustion, which is especially suited to the small size of cylinder. The main part of the combustion cell is machined into the cylinder head, and the lower part is formed by an

inserted machined plug which forms the communicating throat to the cylinder. Fuel is injected into the cell by a pintle-type nozzle. The fuel injection pump is of the distributor type, and has the usual governor to limit engine speed.

F. Perkins, Ltd., Queen Street, Peterborough.

Remax

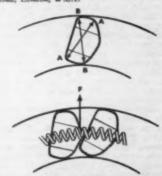
THE BALDWIN Hydrobooster is shown by this company, who market it for M.E.C. Transmissions, Ltd., the manufacturers. Designed by Mr. P. S. Baldwin, an American, and used for some time by Fiat and Ferrari, it is now manufactured in England under licence. This unit provides dual-rate braking, and is fitted in the braking system between the master cylinder and the brakes. It consists of a cylinder fitted with a piston which divides it into high-pressure and low-pressure chambers. The low-pressure chamber receives fluid from the master cylinder, and the high-pressure chamber communicates with the wheel cylinders. In the centre of the piston a spring-loaded check valve controls the flow through the piston.

With low pedal pressures, such as when the clearance between shoe and drum is being taken up at the brakes, the piston is held against the end of the cylinder by a reaction spring, and a hollow stem holds the check valve open. As line pressure from the master cylinder reaches 150lb sq in, the resistance of the reaction spring is overcome, and the piston moves along the bore, allowing the check valve to close.

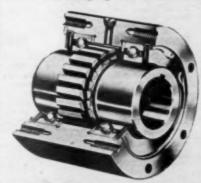
Fluid entering from the master cylinder acts on the large area of the piston, whereas fluid is expelled to the wheel cylinders by the other end of the piston, of smaller area—the result is that fluid pressure to the brakes is raised. It is claimed that there is a smooth transition as pedal pressure is increased. The driver's pedal effort is reduced so that when an average line pressure of 750 lb sq in is

reached, the effort applied by the driver is reduced by about 30 per cent. The unit is now fitted to the Aston Martin DB Mk. III.

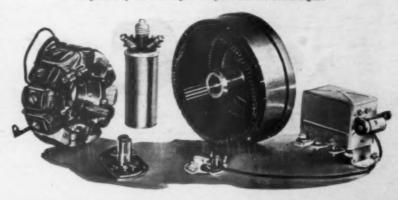
Romex, Ltd., 3-7, Alfred Place, Tottenham Court Road, London, W.C.1.

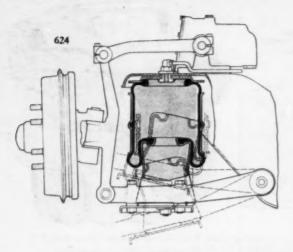


In the Renold one-way clutch the coil spring retains the sprags in light contact with inner and outer races by exerting force F as shown in the diagram. The sprags align themselves to transmit the drive in one direction only, dimension "AA" being larger than "BB"



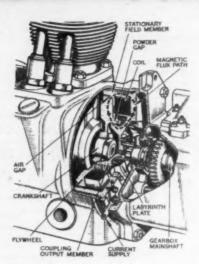
Components of the Siba Dynastars for small two-stroks engines





Canister-type air by Rubber Andre Company, as fitted to a wishbo type front suspension (left)

Smiths magnetic clutch fitted to an Isetta 300, showing the flux path which magnetizes a powder in the gap between stationary field member and output member (right)



COMPONENTS . . .

Renold

THIS MANUFACTURER of precision chains and chain tensioners is showing examples of the Renold sprag clutch. This design has been marketed in the U.S.A. for over 13 years, and Renold Chains, Ltd., are manufacturing it in this country under licence from the Formsprag Company, U.S.A. It can be used as an overrunning freewheel, or a one-way clutch. Applications are currently found in torque converters, automatic gear boxes and in the transmission of fourwheel-drive vehicles.

244

Between the inner and outer races of the clutch is a row of tightly-packed sprags with a continuous coil spring fitting through a slot in each, and maintaining light contact of the sprags against both races. Because of their shape, the sprags jam and transmit the drive when

This type of clutch has a high torque capacity in relation to its size, since the maximum number of sprags can be accommodated. Among the exhibits is a working model of the Renold short centre distance adjuster for engine timing chains. Renold Chains, Ltd., Renold House, Wythen-shawe, Manchester.

Rubery Owen

COMPONENTS FOR many British cars come from the factories of the Rubery Owen organization, including complete chassis frames, wheels, rear axle casings and fuel tanks. They make a variety of deep-drawn steel pressings and vee-belt pulleys, as well as many turned parts, such as engine and wheel studs. A

The new simplified S.U. carburettor with fuel



Shorrock supercharger, also shown, is

of the eccentric vane type.

The Engine Development Division has evolved the light alloy cylinder heads and special manifolding for the Raymond Mays performance conversions of Ford Zephyr and Consul engines.

Rubery Owen & Co., Ltd., Darlaston, South Staffordshire.

Salisbury

THIS COMPANY manufactures com-plete rear axle assemblies, hypoid and spiral bevel gears, and axle shafts; examples of these are to be seen on their

Salisbury Transmissions, Ltd., Birch Road, Witton, Birmingham, 6.

423 Salter

COMPONENTS IN spring steel are the main products of this company, and in addition to the circlips, fasteners, retainers and the like, examples of their laminated torsion bars are shown. alternatives to the round-section bar have certain advantages. Generally they are less expensive, because they do not require splining at the ends for fixing purposes, and because of their square laminated section their length can be less than that of a round section bar for a given load and deflection.

George Salter & Co., Ltd., High Street, West Bromwich, Staffs.

Serck 298

exhibits MANUFACTURER radiators and radiator cooling elements, oil coolers, tanks and other pressings which are manufactured for the industry,

supply by nylon tube from the float chamber

A new version of the S.U. electric fuel pump

together with copper tubing for fuel and brake systems.

Serck Radiators, Ltd., Warwick Road, Greet, Birmingham, 11.

Servais

393 SECTIONED MODELS of silencers, manufactered by this company, are on view to demonstrate the "straightview to demonstrate the "straight-through" principle to reduce exhaust

back pressure. Examples of other Servais products are shown including air intake silencers, air filters, exhaust pipes and their fittings, flame traps and spark Servais Silencers, Ltd., Ashford Works, Ashford Road, London, N.W.2.

Sheepbridge

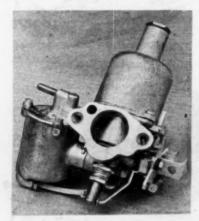
CYLINDER LINERS in fine-grained iron produced by the Centricast method are shown. Spheroidal graphite iron is now used in liners where high impact resistance is required, particularly in designs where flange breakage may occur if ordinary iron is used. Centrard nitrogen-hardened liners are claimed to show negligible wear after 300,000 miles. Other centrifugally cast components shown are piston rings, valve seat inserts, and bushes. There is also an aluminium cylinder barrel with hard chromium-plated bore, for applications where lightness and rapid heat dissipation are important. Sheepbridge Engineering manufacture B.H.B. aluminium pistons, S.O.S. chromium-plated oil control rings, gudgeon pins, engine valves and valve seat inserts, and Seeger circlips.

Sheepbridge Engineering, Ltd., and Sheepbridge Stokes, Ltd., Sheepbridge Works, Chesterfield.

Siba

DYNASTART UNITS for small two-stroke engines are exhibited. Each consists of a combined generator-starter motor, and ignition system. A hollow armature of drum type is keyed to the end of the engine crankshaft, and a stator inside it contains the pole pieces with series and shunt windings. When used series and shunt windings. When used as a starter, the unit operates as a seriesmotor, and is controlled by a key-operated switch and solenoid. If the key is pressed before turning, the engine is started in the opposite direction for reversing. When the Dynastart is driven by the engine, the shunt windings are operated and current is used for institute. energized and current is used for ignition, lighting and battery charging; there is automatic voltage control. An ignition timing cam and contact breaker and a coil for each cylinder are provided.

Siba Blectric, Ltd., Frimley Road, Camberley, Surrey.





Experienced motorists who have to get going and keep going on the road no matter what the conditions, will tell you that the combination of Firestone De Luxe on the front wheels and Firestone Town & Country on the rear wheels will give you safe cornering and controlled stopping with non-skid safety in any conditions. These tyres are smooth-riding and quiet and give extra long mileage. Firestone Town & Country with the wider and deeper tread give special safety on wet and greasy roads and maximum grip in mud, slush and snow.

In today's motoring hazards you owe it to your family, you owe it to others, you owe it to yourself to be SAFE ON THE ROAD.

SEE FIRESTONE ON STAND 208 AT THE MOTOR SHOW OCT. 22nd — NOV. 1st



aero valve springs you de-coke Fit a new set when New Terrys valve springs put fresh pep into an engine They are the best They last the longest, valve springs made are the most efficient

TERRYS

See TERRYS springs and accessories on STAND 420

They cut petrol consumption

COMPONENTS ...

Silentbloc and Andre 388

COUPLINGS, bearings and mountings using the pre-stressed rubber principle are supplied to the industry by Silentbloc, the products of the Andre Rubber Company are flexible mountings in which rubber is bonded to steel. They are used for suspension joints, engine and transmission mountings and the like. Silent-bloc have supplied a number of com-ponents for the Vanwalls, among them being gear-box mountings, rear-axle radius rod location bushes and radiator mount-ing bushes. Rear-axle gaiters by Andre fitted on these cars.

Andre also show their canister-type air spring, fitted to a wishbone-type front suspension. This has a rolling diaphragm, the cylinder diameter is 5in and the normal operating pressure in the static position 55 lb sq in. They also are exhibiting the Andre Neidhart trailer axle which employs rubber in torsion.

Silentbloc, Ltd., Manor Royal, Crawley, Sussex. Simmonds Aerocessories 352

THIS COMPANY manufacture large quantities of self-locking nuts and various fasteners for the industry, and also the Fram by-pass oil filter, which employs pleated, plastic-impregnated paper as the filtering medium. They also manufacture petrol filters and fuel-oil filters.

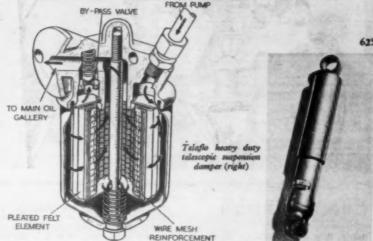
Simmonds Aerocessories, Ltd., Glamorgan. Treforest,

Silencers (Bolton)

THIS SPECIALIST in exhaust systems exhibits complete assemblies, silencers, exhaust and tail pipes, including flexible pipes and the usual fixing brackets. Silencers (Bolton), Ltd., Waterloo Street, Bolton.

S. Smith

AMONG THE equipment which this company manufactures for the industry is a magnetic particle clutch. It is avail-able on the Isetta 300 model, and enables the clutch pedal to be dispensed with. Fitted in place of the normal friction clutch, it consists of a stationary field member containing electrical windings, inside which is a coupling output member. A small gap between the members con-tains a steel powder which is magnetized by the field built up by the windings, and transmits the drive. The windings receive current from the dynamo so that, as the throttle is opened and dynamo output rises, the magnetic field is established and the clutch takes up the division. the clutch takes up the drive. A suitable



voltage-speed characteristic is attained by having a resistance in the circuit.

When the clutch is fully engaged, a switch, operated by a governor driven from the gear box, cuts off the dynamo supply and current is then taken from the battery. For gear changing, the current is interrupted by a switch in the gear lever; the governor breaks the circuit and

disengages the clutch before the car stops.

This system is known as the Selectroshift, and another transmission system called the Autoselectric, which is fully automatic, has also been developed which incorporates two of these magnetic particle clutches. Normal constant-mesh gears with synchromesh cones provide three indirect ratios which are selected by electrically operated servos.

S. Smith & Sons (England), Ltd., 50, Oxgate Lane, Cricklewood, London, N.W.2.

Solex 218

CARBURETTORS by Solex are fitted as standard equipment to many makes of cars, and they are also available as replacement equipment. They have a bi-starter device, which is, in effect, an auxiliary carburettor, with two-position mixture control for starting and warming up.

Solex, Ltd., Solex Works, 223-231, Marylebone Road, London, N.W.1.

Specialloid

PISTONS ARE made in low-expansion silicon alloys, and there are examples with anodically 'ardened ring grooves. The Segvent scraper ring has two narrow lands and gives a high degree of oil control, Specialloid, Ltd., Blackbull Strees, Leeds, 10.

TWO COMPONENTS new to Earls Court are shown-a modified version of

the familiar S.U. carburettor, and a new electric fuel pump. In the carburettor, which is known as the HS2, the cork glands and sealing washers of the jet unit have been replaced by a simple metal tube sliding in a single-bearing bush. Also, fuel is fed from the float chamber through a small-diameter nylon tube which can be easily detached when jet removal is necessary. The float chamber is of simpler construction.

The new PD fuel pump has two dia-phragms which are operated by a plunger-type armature within the solenoid. The type armature within the solenoid. The lower diaphragm provides the pumping action and the valves are situated in the bottom of the unit. The upper diaphragm forms a seal and the space below it is filled with oil. The make-and-break mechanism is situated in the top of the unit. This arrangement gives the high electrical efficiency of a plunger-type solenoid, with the reliability afforded by a plate-type armature. This new pump is a high-pressure type, and is mounted is a high-pressure type, and is mounted close to the fuel tank.

S.U. Carburetter Co., Ltd., Wood Lane, Brding-ton, Birmingham, 24.

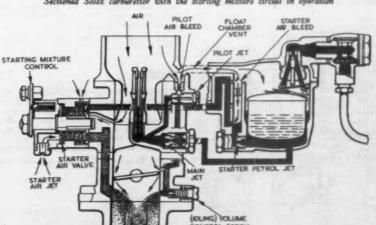
Tecalemit

BY-PASS VALVE

SPRING

FELT ELEMENT full-flow oil filters are the main products of this company,

Sectioned Solex carburettor with the starting mixture circuit in operation





Left: Tecalemit full-flow oil filter with reinforced felt element. Below: The Vohes Maxivee full-flow oil filter has an im-pregnated felt element

BY-PASS SEAL

IMPREGNATED

FELT ELEMENT



Above: A Wellworthy display of engine components and (right), their Spirolex retaining rings

375

COMPONENTS ...

though they also manufacture filters with impregnated paper elements, both for full-flow and by-pass systems. The full-flow flow and by-pass systems. filters are designed specifically to manufacturers' requirements, and in addition to the by-pass valve which such units must have, the pressure relief valve for the lubrication system is sometimes incorporated in the filter casing.

They also supply large quantities of nylon tubing for fuel and oil lines.

Tecalemit, Ltd., Plymouth, Devon.

John Thompson

COMPLETE CHASSIS frames manufactured by this company are shown on the stand; these are for Rolls-Royce, Rover Three-Litre, and Austin-Healey Sprite. Axle casings and various frame components also are displayed.

John Thompson Motor Pressings, Ltd., Beacon Works, Davis St., Ettingshall, Wolverhampton.

Turner Manufacturing

IN THE AIRCRAFT industry this company is well known for its Turner-Leduc flying controls, and an adaptation of this system for power steering on cars has been evolved. The system comprises an oil reservoir with filter, a vane-type engine-driven pump with built-in relief valve and flow-control valve, a servo cylinder fitted between steering box and wheels, and an artificial feel cylinder riving expession, proportional to the effort giving sensation proportional to the effort at the steering box.

Turner Manufacturing Co., Ltd., Wulfruna Works, Villiers Street, Wolverhampton.

Universal Dampers

HERE ARE EXHIBITED Telaflo heavy-duty telescopic suspension dampers. This design has a single-walled cylinder with the reservoir at the lower end, so that a large bore size of 11in is possible, though outside diameter is no greater

than that of a lin bore damper. The reservoir consists of a chamber with a rubber sac filled with air, which is com-pressed by the fluid when it is displaced. As the air is separated from the fluid, fade caused by aeration has been eliminated. These dampers will operate at any angle, and are available also as replacement or auxiliary units.

Universal Dampers, Ltd., Radway Road, Shirley, Birmingham,

Vandervell

VANDERVELL were first with the thinwall type of bearing in this country, and currently supply many British and Continental manufacturers with such bearings for engine main bearings and big ends. Among the various bearing ends. Among the various bearing materials used on the steel shell are microbabbit—a very thin layer of white metal—copper-lead, and lead-bronze, the last two being for high-performance engines where greater fatigue resistance and load-carrying capacity are required. Mr. G. A. Vandervell's Grand Prix Vanwalls are built, developed and prepared at these works at Acton; this year they have won the constructors' World Championship for formula 1 cars.

Vandervell Products, Ltd., Western Avenue, London, W.3.

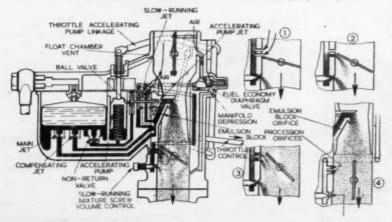
Vokes

THIS COMPANY manufactures filters for virtually all purposes, and one of their latest units is the Maxivee oil filter for engine lubrication systems. Felt is the filtering medium, but the usual wire mesh reinforcement is avoided, and instead the felt is impregnated with plastics to give it strength. Without metal reinforcement, filtering area is increased.

Several types of carburettor air intake filters are made, including the very efficient torpedo-shaped cleaner-silencer which contains a large felt element. There are also oil-bath types and individual filters for multiple carburettors.

Vokes, Ltd., Henley Park, Guildford, Surrey.

Zenith downdraught carburettor sectioned to show the economizer diaphragm in operation



Wellworthy

219

SEEN FOR THE first time at Earls Court are Spirolex retaining rings for shafts, bearings, bushes, oil seals, springs, and the like. As they have no lugs or and the like. As they have no lugs or projections, they are particularly suitable for high speeds, where balance is important. Among the range of Wellworthy pistons is an Al-Fin type with an austenitic iron insert for the top ring groove to minimize wear. Many types of piston rings are made, including the special Duaflex scraper ring. There is a sectioned model of the Wellworthy-Ricardo positive displacement supercharger. positive displacement supercharger.

Another product is Wellseal, a Rolls-



Royce invention manufactured by Wellworthy. It is a jointing compound which does not set hard, so that joints may be broken without further application of the compound. Wellworthy also make circlips, gudgeon pins and valve seat inserts. Wellworthy, Ltd., Stanford Road, Lymington, Hants.

Wilmot Breeden

327

AN EXTENSIVE range of body compo-nents is manufactured. Four different types of lock mechanisms for doors are shown, including the new safety-cam lock. There are arrangements for twolock. There are arrangements for two-door locking—that is, either door can be

locked from inside or outside.

A new children's safety handle which can be interchanged with most existing When this is handles also is exhibited. set in the safety position with the tip of any car key, the handle can be turned without opening the door.

Wilmot Breeden, Ltd., 13-14, Oxford Street, Birmingham, 5.

Jonas Woodhead

269

233

COMPONENTS and assemblies for the motor industry by Jonas Woodhead include the well-known Woodhead-Monroe telescopic suspension dampers, anti-roll bars and springs of the laminated, coil and disc type. They also exhibit complete suspension units plete suspension units.

Jonas Woodhead & Sons, Ltd., 177, Kirkstell Road, Leeds, 4.

Zenith

ZENITH AND STROMBERG burettors are fitted to many cars, and their latest types are shown. There is also a Zenith master carburettor for the diagnosis of engine faults. A fuel filter has a new type of element to give very fine filtration without impeding fuel flow.

Zenith Carburettor Co., Ltd., Honeypot Lane, Stammore, Middlesex.

FOR the car owner who wants to tour and stay at will, or to use his caravan as a weekend retreat in the country or by the seaside, there is ample choice on stands 28 to 54. Whatever the depth of his pocket, the size of his car or the purpose in mind, there is a variety of caravans from which to select.

Hitherto it has been considered that cars of about 1,200 c.c. were the smallest for serious towing, but the caravan industry is now building trailers suitable for cars of 800 c.c. and upwards.

At the other end of the scale, those who delight in beautiful coachbuilding and cabinet making may see some wonderful examples.

52

34

37



A selection from the attractive Fairholme range

Alperson

THIS YEAR marks the tenth anniversary of this constructor's operations, and its products are deservedly popular. Of four representative vans on display the smallest, the Sprite Ariel, is completely new. This 9ft 6in, four-berth, touring van is Alperson's contribution to the ultra-light market. Ex-works weight is 9½cwt. Similar in layout to the old Sprite 14, but with new external lines, is the Sprite Musketeer. The new roof, which is stepped down in front, should fit in better with the present tendency to build car bodies lower and lower.

Two other vans on this stand are the 18ft Sprite Sunway and the 22ft Belvedere, both of which are, for the motorist, static holiday types.

Berkeley

EXAMPLES from both the Consul and Cavalier ranges are exhibited. The 16ft Cavalier is well known for its excellent performance in the British Caravan Road Rally, and it will be interesting to see if the new 13ft Cavalier Junior proves an equally good performer; certainly it has excellent ancestry.

The Consul series, Junior 18ft and Senior 22ft, can be considered primarily as static holiday vans in furniture and layout, but all Berkeley vans are known to have good towing characteristics. This is a distinct advantage for any owner who wishes to change his site frequently or likes to break fresh ground during the annual holiday.

Beverley

FOR THE MOTORIST the main interest on this stand is in a roomy caravan, to be parked in the country or at the seaside for weekend visits. Taking the 22ft Cruiser as typical, this van provides accommodation for four, and in addition to the usual offices has a cocktail cabinet, bow-fronted side cabinet, silk brocade upholstery, fitted Wilton carpet, refrigerator, china cabinet and provision for mains electricity.

Car Cruiser 3

THROUGHOUT the caravanning fraternity the Clubman series of Car Cruiser vans are well known for excellence of workmanship and for towing qualities. There is no reason to suppose that the new 15ft 6in, four-berth Clubman 300, displayed for the first time, is deficient in either attribute. It has the usual convenient layout of two single beds and one settee double. Provision is made for carrying two 10lb butane gas bottles instead of the former 32lb one.

The Clubman 2/14, the other van on this stand, is a huxury 14ft, two-berth; styling is typically Car Cruiser but the already attractive lines have been enhanced by a rounding of some of the corners.

Carlight

THIS CONSTRUCTOR caters for the discriminating. If the need is for the weekend retreat type of van with occasional moves, then the 22ft Colonial Mk 7 will give full satisfaction. If touring is the prime purpose, either the Cosmopolitan or Caribbean, both of 15ft 5in body length, or the 17ft 5in Continental will give equal pleasure. The de luxe version of the Continental, as exhibited, has refrigerator, radio, water heater, hot shower bath and fly-net protection.

Cheltenham

THE TRULY mobile caravanner will find much to interest him here. All three vans, the 15ft 8in Springbok and 12ft 9in Sable and Waterbuck, are of mixed construction. The side walls, which are bowed, are of the customary aluminium sheet over a wooden framework, while the ends and roof comprise three large resin-bonded glass-fibre mouldings. This form of construction permits the lightness and elegant lines for which Cheltenham vans are renowned. The exterior lines are improved by the addition of tow-bar shrouds on this year's models. The Springbok is a four-berth, the Sable a two-berth and the Waterbuck, which has the same shell as the Sable, can be had as either three- or four-berth van.

Country Life

ON THIS stand there are vans to interest both the mobile and static caravanner. For touring there is the four-berth 13ft 6in Silver Langull, the outline of which is unique in having overhanging ends. Unusual in a mobile van is a drop-down bed and some loose furniture. A feature which will please most owners is the 6ft, full-width, picture window in the front. This van is pleasantly contemporary. For the car owner who wants a weekend retreat the 22ft Languard will appeal. Although the exterior is of conventional shape the interior has considerable assthetic appeal. There is a rollaway bed which, with bedding in situ, disappears under the Welsh dresser.

Cresta

48

A COMPLETE RANGE of four caravans is displayed here. Smallest is the Kozy, an Ilft four-berth said to weigh only 10½cwt. It has Torso-Rubber independent suspension, and the overrun brakes have a patent safety device which automatically comes into action should the van part from its towing vehicle. Mattresses are in foamed plastics, and the windows all open to 90 deg. Some of the same features are to be found on the Transcontinental, which is 13ft 6in long and weighs 14½cwt, but semi-elliptic springs with Girling shock dampers take the place of rubber suspension. The other two models on this stand are the 16ft 6in Capella and the 18ft 6in Vega, both of which are built to appeal to those requiring static vans.

Eccles

35

ALL MODELS on this stand are new in both outline and interior, and from the 8ft 6in Nipper upwards there are sizes to suit any towing car. Much interest is shown in the Nipper as a contribution by one of our oldest manufacturers to the ultra-lightweight class. Despite its full equipment as a three-berth, plus double-panelled walls and roof, the ex-works weight is claimed to be less than 9 cwt.

Largest of the Eccles vans on ahow is the 17ft 6in, four-berth Leader. This represents about the comfortable limit in size for a touring van but weight has been kept down by various means including the provision of foamed plastics mattresses.

Ensor

28

HERE ARE examples of three established favourites, the Elite, Elect and Elf. The two-berth Elf and four-berth Elect are basically the same as last year's models, but the 16ft 4in Elite's kitchen has been re-designed to give better cupboard accommodation and more working space. New is a 10ft 3in model with three berths and, if required, a fourth bed in bunk form. Despite its small dimensions this new Ensor retains the family outline.

Pilot Panther Mh. 10



CARAVANS . . .

Fairholme

46

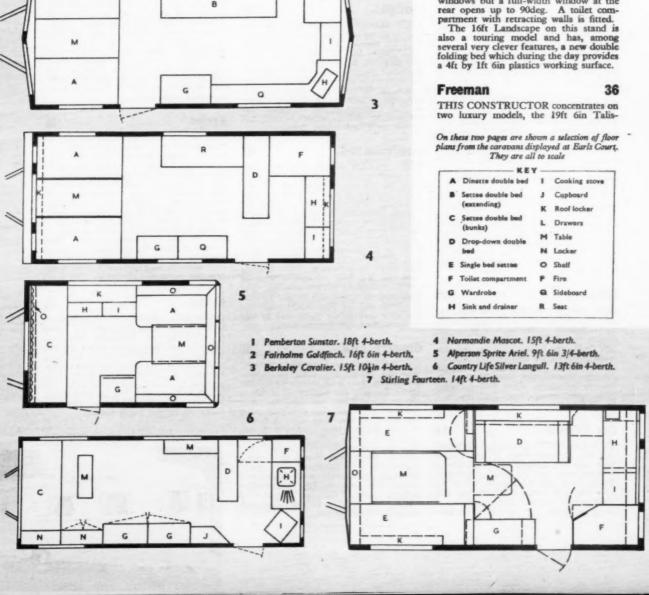
ON THIS most attractive stand is presented a selection from the very comprehensive range of the constructor. Three will have especial interest for the mobile caravanner. They are the 15ft 6in Romeo, weighing 17cwt, the 16ft 6in Goldfinch, 19cwt, and the 18ft 4in Bullfinch, 23cwt. All are four-berth vans, and the Goldfinch is the luxury plus model. Although not in the lightest for size class, Fairholme vans have an excellent reputation for being robust. It is a pity that floor space did not allow the new 11ft 6in Gem to be present.

Fairview

2

50

CARAVANS from this constructor have become popular within a very short time, one reason being a feature in design which incorporates french windows opening at the rear. Introduced this year is the three-four berth Fairy, which weighs roughly lcwt for each foot of its 11ft 8in body length. Primarily designed for the continental market, it should have the ability to be towed speedily. It has not been found possible to incorporate french windows but a full-width window at the rear opens up to 90deg. A toilet compartment with retracting walls is fitted.



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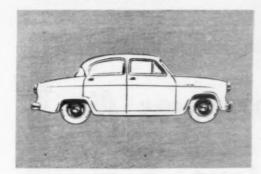
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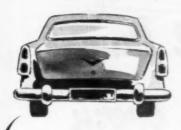
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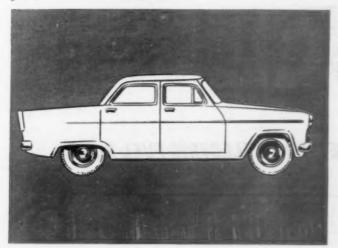
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CARBURETTERS & ELECTRIC FUEL PUMPS



CARAVANS . .

man and the 15ft 6in Clansman. Only the former is displayed. All Freeman vans are remarkable for excellent cabinetmaking and convenient layout. The Talisman is no exception. For a while Freemans experimented with resinbonded glass-fibre for shell construction, but the Talisman is of the traditional wood and aluminium.

Jubilee

THE EMPHASIS on this stand is on the large vans designed for static use. All have solid fuel stoves and such refinements as hot water piped to the sink. Unusual with caravans in the mediumprice range, all furniture in Jubilee vans is hand polished.

Although these vans are already large, an effect of increased size is obtained by keeping the centre floor space clear, setting back the bottoms of the lockers and not taking the furniture quite up to ceiling level.

Lynton

CARAVANS OF the conventional sizes—14ft 6in, 17ft and 22ft—are shown here. The smallest, known as the Bel-air, has especial interest because it was produced in co-operation with Lynton's Dutch agents for the continental market. In addition to a central dinette double bed, two single beds in the front can be converted into one 6ft by 6ft bed, capable of accommodating three adults or four children. This arrangement is much favoured on the continent.

Marston

THIS MANUFACTURER has also entered the lightweight market and has on display the new 11ft 6in Caravelle. It is a five-berth caravan of refined quality. The 16ft Investor on this stand seems to be the answer where a dual-purpose touring and static holiday van is needed. It can be had with or without solid fuel stove and tank.

Nene Valley 40

ON THIS STAND are displayed three 22ft vans suitable for static holiday purposes or for people such as site engineers whose occupation takes them to places where accommodation is difficult. Two of the Nene Valley vans, the Crescent and Wonder, have four berths, while the Palace caters for five or six persons.

Normandie

APART FROM two 22ft static vans displayed on this stand there is a new 15ft, four-berth touring van, the Mascot. An unusual feature for a touring van is the drop-down bed making, with the dinette, two doubles. Some owners would prefer at least two singles in a four-berth van, but this layout in the Mascot has the virtue of leaving a large area of floor space clear during the day. Ample headroom—6ft 5in—is provided and nine windows make the interior very light and airy. Bowson stabilizers are fitted, and Flexitor independent suspension carries the road wheels.



Centre hitchen of the new Eccles Avenger

44

Paladin

TWO MODELS on this stand, the 16ft Toreador and 14ft Buccaneer, both four-berth, will interest owners of medium capacity cars. These caravans, in production for several years, have given such satisfactory service that they are being continued with only minor modifications. The Toreador scales 20cwt and the Buccaneer 14cwt 1qr, fully equipped, exworks.

Pemberton

THE MODELS shown on this stand will interest chiefly those who have a farm or seaside site where the van is visited each week-end. Two are 22ft, the Sunnyvale and Sunvalley, with different layouts, and one 18ft, the Sunstar, the floor plan of which is shown on the opposite page.

Picador

PRINCIPAL attraction for the car owner on this stand is the little 11ft 6in, four-five berth Petite—an entirely new caravan. Weight is approximately 13cwt and the accommodation provides two double beds and a bunk. The other models exhibited here are for more static use, one being the Picador 32, which is a combination of two 16ft units.

Pilot 45

A SINGLE Panther Mk. 10 demonstrates effectively the superb workmanship of Pilot vans. It would make an excellent weekend "cottage" for the motorist, and could be used the whole year round. The lounge is decorated with birds-eye maple, has a built-in television set and an electrically heated floor, which is a distinct innovation in caravan construction.

The kitchen is equally well equipped with cooker, refrigerator, 16-gallon hotwater tank and airing cupboard.

Safari

ON DISPLAY here are three examples from the Safari range of five. Although still retaining the classic outline with lantern roofs, all now have new end assemblies providing a full-width bay window at each end. The show types are the 14ft 6in Four, the Super Sixteen and the Super Senior, which has a body length of 18ft. All are fully equipped with road lights. Safaris have always enjoyed a reputation for building excellent quality caravans at reasonable prices, and this year's models are of equal value.

Stirling

FOR THE TOURING caravanner the interest on this stand will be focused mainly on the Stirling Fourteen which, with underslung chassis and drop axle, is designed for high-speed touring. Stirlings have always had a good name for well-built, attractively furnished caravans in the medium-price range, and the Fourteen on show is no exception. As displayed it is a four-berth, but a six-berth version of the same shell is available. On this stand, also, is a 22ft model for more static use.

Thomson

THOMSONS, as briefly announced last week, made a last-minute decision to include in their exhibits the new 10ft Tramper, which has been designed specifically for towing by the Volkswagen but is, of course, equally suitable for any car from about 800 c.c. upwards. Weight is Sewt. Also on this stand are some old friends in modified form; the Mk. 3 Glendale, 11ft, with full-width double window at the rear and the Mk. 4 Glenalmond in its export form with toilet compartment. A new big van is the 18ft Glenrosa, designed primarily for touring. Provision is made for installing a solid fuel stove if a more static van is wanted.

Willerby

A FAMILIAR NAME in the industry, Willerby have four vans on display covering a complete range. For the lightweight market there is a new 12tt, four-berth van called the Kyte which, despite a fairly comprehensive specification, including toilet compartment, weighs only 9cwt

A dual-purpose touring/static holiday van is the 18ft Eagle. This has a unique feature in a drop-down single bed which fits alongside a fixed settee, to make a double bed. The other two beds are of the single variety but they, too, can be made into a double bed if required.

Lounge of the Beverley Marathon 59 seen through the serving hatch from the hitchen



C COLUMN TYCESO

Above: A new radiator grille is part of the 1959 Standard modifications. The shallow, wide fresh air intake is on top of the bonnet close to the deep windscreen. Below: A roof lamp above the windscreen rail lights when either front door is opened. The glove box on the left of the facia has a lockable lid. There are arm rests on the doors



ALTHOUGH mechanically the same, the 2-litre Standard Vanguard for 1959 has subtle minor body changes which enhance its appearance. The influence of Michelotti, the Italian stylist, shows in the Vignale Vanguard, which was modified originally by the coachbuilder of that name.

The radiator grille has four horizontal strips with a plated surround; on either side a housing embraces the parking lights and separate direction indicators. The head lamp bezels are formed into deep cowls, and two plated strips reach along the bonnet top from the name badge to the air intake close to the windscreen. The large rear lights, frequently criticized by following drivers for their excessive brightness, are replaced by smaller units which terminate the rear panels. A

MODELS Standard and Triumph



Above: Larger rear window and smaller rear lights on the Vignale Vanguard. A reversing light is built in above the number plate. Front and rear windows have opening quarter ventilators. Below: The Standard Ensign has the larger windscreen and rear window of the new Vanguard



small crossed flag motif decorates the

rear wing panels.

Anodised aluminium wheel discs, and two-tone colour schemes with the roof matching the lower half of the body, suit the car. Visibility has been improved by increasing the depth of the windscreen and rear light. Internally a new pattern carpet covers the floor, and in addition to the map pocket on the left side of the scuttle, there is now a spring-loaded flap covered in nylon net on the right. The bottom ledge of the facia panel is padded and covered in material matching the plastic roof lining.

The four-cylinder engine has an enviable reputation for long life; standard transmission is a three-speed gear box with steering column control. This can be supplemented by a Laycock-de

Normanville overdrive which operates on second and top gears, or a four-speed gear box with a central change lever can be stipulated. Borg-Warner automatic transmission can be fitted if required. A useful addition is the provision of a positive petrol reserve control in all models.

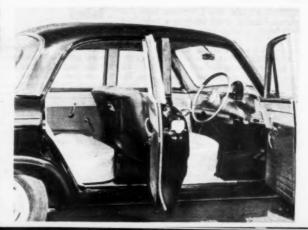
The Ensign has the larger windscreen and rear window, redesigned body mouldings and new rear lamps fitted to the Vanguard. Other models in the Standard and Triumph range are unchanged.

New prices of the Vignale Vanguard (former prices in brackets) are:

Saloon, basic £695 (£675), with U.K. purchase tax £1,043 17s (£1,013 17s); estate car, basic £770 10s (£765), with tax £1,157 2s (£1,148 7s); automatic transmission, basic £115, with tax £172 10s. Other models in the range are unchanged in price.

Left: The Vanguard estate car shares the external body modifications of the saloon. The rear door opens in halves, both of which are supported by strong metal stays. Right: Standard Ensign interior









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 CONSUL DE LUXE
 £580
 Plus
 £291.7.0
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 £871.7.0

 PREFECT DE LUXE
 £438
 Plus
 £220.7.0
 P.T.
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 PREFECT
 £415
 Plus
 £208.17.0
 P.T.
 =
 £623.17.0

 SQUIRE Estate Car
 £463
 Plus
 £232.17.0
 P.T.
 =
 £695.17.0

 ANGLIA DE LUXE
 £400
 Plus
 £201.7.0
 P.T.
 =
 £601.7.0

 ANGLIA
 £380
 Plus
 £191.7.0
 P.T.
 =
 £571.7.0

 ESCORT Estate Car
 £434
 Plus
 £218.7.0
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 =
 £652.7.0

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 £295
 Plus
 £148.17.0
 P.T.
 =
 £443.17.0



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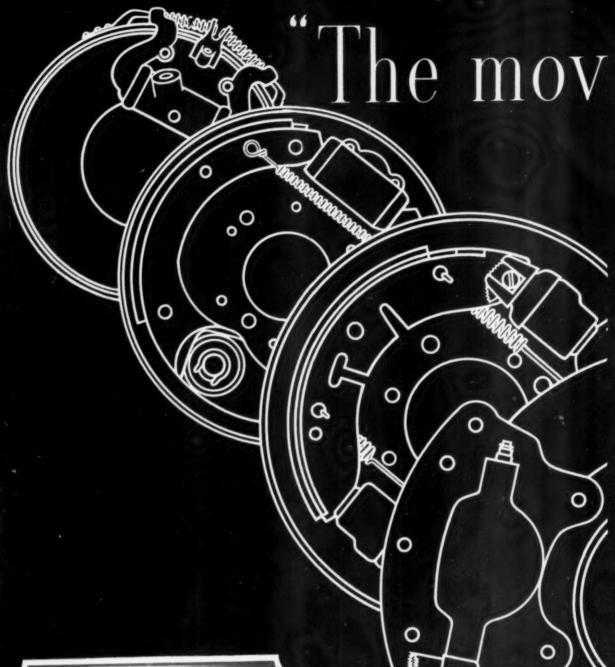
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17 MODELS STRONG





At the MOTOR SHOW EARLS COURT

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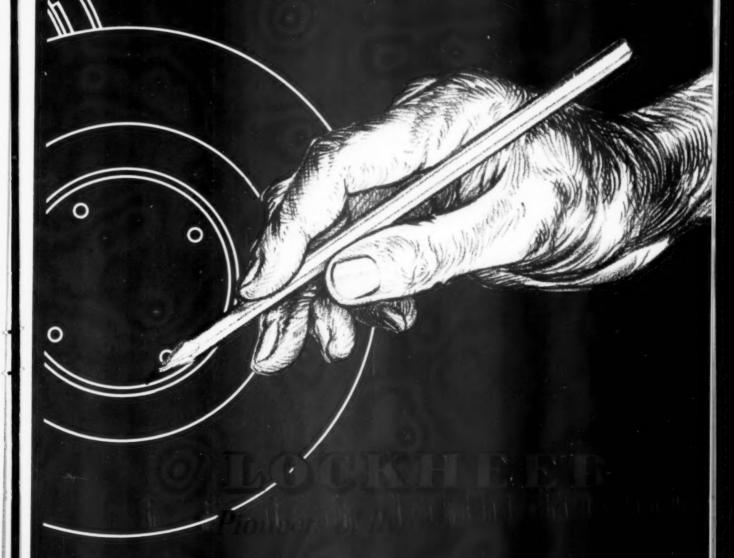
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AUTOMOTIVE PRODUCTS COMPANY LIMITED

ing finger writes..

and having writ moves on "* so, in Lockheed design and development offices the pencils of the finest brake engineers in Britain move on to the brakes that will control yet faster, safer and more powerful cars in the years ahead. However rapidly the motor car is developed Lockheed, the premier hydraulic braking engineers in Britain, will keep pace with it.

* "The Rubáiyát of Omar Khayyám"



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Disconnected Jottings

Manœuvre

N O column in a Buyers' Guide is more interesting than that recording turning circles (if we except the price column). There are amazing disparities. A French car of about 9ft wheelbase has a turning circle of 27ft A new American 9ft wheelbase model requires 37ft. A little bubble car has the same turning circle as a large sixcylinder six-seater. Rear-engined cars can be disappointing. Occupants, sitting well forward, require leg and foot room between wheel arches, and this limit lock. Front-wheel-drive



Wonderful turning circles

models, too, sometimes have poor turning circles. The biggest wheel lock, perhaps, is natural to cars having a slim, in-line engine up front, driving via a propeller shaft to the rear wheels

Even then, well-forward occupants may have their feet between the wheel

When cars had beam front axles on leaf springs, suspension and roadholding requirements demanded that the springs should be as far out as possible, very near to the steered wheels -hence the stately sweeps of the vintage cars. With the wishbone systems front suspensions mostly used today, I do not see why the front wheels cannot turn very sharply indeed, and give us wonderful turning circles, so useful in the easy hairpins of the Alps and the difficult parking and traffic nanœuvres of London.

Novel Start-Stop

OBTAINED a permis à conduire, ages ago, in a small and ancient French car with a phenomenal wheellock, and a very worn clutch. It could be started with the steering wheel,

At full lock, the wheels were almost at right angles to the line of flight, and the oily old clutch merely slipped. You straightened out a bit with the steering wheel, and she crept off. On approaching the opposite kerb, the car could be stopped by going over to full lock.

The examination was easy. The driving examiner said that I had got this thing to the bureau through Paris traffic, so was obviously skilled. Let us, therefore, proceed to a café round the corner, out of sight of his superiors, and he would conduct the test there, over a coffee; he did not wish to motor any further in the vehicle concerned.

True Jest

WHEN I wrote about the remote W but glorious possibilities of the lads building Rolls-Royce specials, with modest-sized four-cylinder military engines acquired at War Department surplus sales, my timing was good. Unknown to me, in the classified adver-tisements that week, there went to press simultaneously a notice about surplus military RR engines-four and eight cylinders, £50 each, only a few avail-

Keep Clear

THERE have been few suggestions THERE have been few suggestions for better names for motorways. A reader proposes autoroute, which I like. A good one came from a flying officer: he suggested Runways. The name certainly does suggest a wide track, kept clear, with no place for cattle, machinery transporters, jay-walkers, dogs and jay-drivers. But it is confusing to use the same word for roads and airfields. We don't want 120-ton jet airliners in our

Quality Pays

MY car has been to a specialist firm for complete overhaul and tuning of the ignition and carburettor. Everything seemed to have been dismantled. Minor defects such as an imperfect bearing in a starter motor were spotted and amended. There was a slight inlet manifold leak. Five vital contacts were perfected-3 voltage regulator, 1 distributor, 1 electric fuel pump, 1 starter. An obscure charging rate defect was chased away. Plug electrodes were squared and set, and gaps, after tuning experiment with instruments, slightly increased. Lots more was done.

All this cost £7 6s. A waste of money? I do not think so. In my experience, a less-skilled garage would have replaced many sound components with reconditioned or replacement units and the bill would have been bigger.

Labouring

RDINARY garages have a mass of tedious chores to perform-awkward and inaccessible servicing, chasing defects of a minor nature-and highly skilled and paid men cannot be used on this. Many of the skilled men anyway are in aircraft and other factories, think cars should no longer need these incessant fiddling attentions. Their

SCRIBE Barry Appleby Drawings

chassis bearings should be sealed, or automatically lubricated. Oil sumps and gear cases, filters, and so on should be such that attention is needed only annually. Stable ignition, keeping its tune for extremely long periods, is within modern technical resources.

As to "22 points to grease every 1,000 miles", words fail me. Should Road Tests record grease consumption, as an addition to the existing petrol consumption figures?

A car should need to visit a garage staffed by highly expert craftsmen once a year, for maintenance and tune-up.

Monoliths

HE annual saving of lives by the provision of wide and smooth grass verges on main roads must be considerable. Indeed, I have myself avoided an accident on two or three occasions, or kept clear of other people's pile-ups, by

taking to the grass.

A public-spirited motorist shows me his correspondence with authority about high, impassable kerbs on one stretch of main road. I agree with him. In addition, I think that small white posts bearing reflectors or signs should not be concrete, as solid as an old-style granite milestone. I have been looking at a car which was forced off the main road, on to an excellent grass verge and into one of these monoliths. Damage was considerable, and only the low speed had saved the car and occupants from much worse.

In towns, of course, it is desirable for kerbstones to be high enough for vehicles in an accident to be kept off

crowded pavements.



Should not be concrete

Do Not Drink

BRITISH Standard Specification for the sulphuric acid in batteries has just reached me. It limits the presence of "residue on ignition, chloride, sulphur dioxide, combined ammonia, nitrogen (other than combined ammonia), iron, copper, man-ganese and arsenic."

This makes me so nervous that I will give away my battery acid to the first writer of thrillers who replies. I am reverting to hand-starting, hot-bulb

ignition and oil lamps.

TOOLS & GARAGE EQUIPMENT

THOUGH the main hall and the accessory galleries are crowded with visitors, the Garage Equipment Section does not perhaps have as many privatemotorist visitors as it should. For among the elaborate and expensive plant for the professional garage man. there are so many things interesting to the keen owner. A random instance is water-fed hose brushes for cleaning cars without scratching. There is a wealth of fine hand-tools, and much

small equipment for home servicing, such as sets of steel ramps up which a car may be driven, to hold it securely.

That weakness of the handyman,

making his in electric drill perform extraordinary tasks, is well catered for in the Garage section.

Not all the stands in this big section are covered. Comprehensive reporting for the professional garageman is left to an associated journal, "The Motor Trader."



Proud Motorist outfit centres round the Bridges Neonic drill.

ALLCHIN

An exceptionally wide range of equipment is shown here, much of it for the professional user, but it includes spanner, wrench and socket sets, car wash brush incorporating foam dispenser, lever-operated screwdrivers, fog and driving lamps and many other

Much of the display on this stand is directed primarily to the garage owner, but there are tubeless tyre repair kits suitable for the car owner, and a car hub plate removing tool which has a quick and easy action, and will not damage the plating.

BARRUS BARRUS
Porto-Power equipment is featured here for the garage; there are a few hand tools, and also a display of Devlon—a remarkable repair material with powerful bonding properties which sets into a surface resembling

BENTON AND STONE

Here is to be seen a very full range of filler caps, control rods, petrol taps, filters, grease guns and nipples and the like. A prominent feature is the display of solderless tube fittings, and a long-established favourite is the Enot's Autoram grease gun, a powerful hand model.

BOWSER, MONKS Portable drive-on ramps, powerful enough to support the heaviest car yet readily handled, are featured by this Yorkshire manufacturer. They are easily sloped and have a non-slip design, and they give a 10in lift, which makes easy many undercar jobs which otherwise would need careful jacking and chocking, or a garage lift.

IOSEPH BRADBURY Here is a roller-driven brake tester and other car-examination gear. The Jackette is a little, quick-lift model for the home garage.

BRIDGES

524
Popular hand electric tool equipment is seen here, including the Neonic drill which incorporates a neon safety light; this warns the user of bad working conditions, faulty wiring of a power point or if the point wiring is inadequate. A Proud Motorist kit incorporates a number of attachments powered by the drill, including a polisher.

In addition to remarkable engine testing equipment which is of interest to the motorist as well as of great importance to the garage and service station, this stand includes high-quality battery chargers.

DRAPER

A wide range of imported tools and equipment includes the Herma spanner sets, which are shown for the first time. They are reasonably priced, and include sets of four, five or six ring spanners in Whitworth or S.A.E. fittings. They are available in normal lengths and also short patterns.

LAWRENCE EDWARDS

Among the useful service equipment to be seen here are several features of interest to seen here are several features of interest to the owner-driver. One is the Airflo, an addi-tion to the driving or passenger seat which permits free circulation of air by means of buoyant springs, which are enclosed in a non-slip, non-shine cover. Particularly inter-esting is the Bolt Saver—a simple yet highly efficient device for restoring damaged threads. There is also a powerful high-pressure grease gun, a smaller pom-pom model, and a portable hydraulic trolley jack.

ELMS GARAGE A remarkable range of handy tools is to be seen here, some mainly for the garage owner but others of great interest to the owner-driver. They include a cheap yet efficient gripping screwdriver, offset screwdrivers, battery grab-carriers, hub cap removers, hose clips and the like.

EPCO 513
Although there is a great range of hydraulic equipment for the garage repairman to be seen on this stand, chief item of interest to the private motorist is the Epco Minor jack; it is a version of the garage hydraulic jack, of a size and weight suitable for the owner-driver's tool-kit.

A variety of hydraulic jacks for all kinds of cars, old and new, is displayed; among other exhibits to attract the owner-driver's eye are an anti-condensation panel for rear windows, and a spare petrol can with built-in pourer.

Here are to be seen hand tools such as hack-saw frames and blades, hole cutters, imported Matador spanners and socket sets, and Klue pliers, cutters and other tools made in West

GARRINGTONS GARRINGTONS

A number of new products are to be seen on this stand, which is full of the hand tools for which this maker is noted. They include a quarter-inch hand drill with shrouded pinion, a patented ratchet handle for use with the firm's socket sets, in which the pawls are in compression rather than in shear, and a metal punch kit. There are also many sets of engineers' and motorists' tool kits in polythene containers.

GORDON TOOLS A comprehensive range of hand tools of all kinds is shown by this manufacturer. Among new products are kits of corrosion-resistant,



Part of an attractive Britool display







non-magnetic tools for use in locations where sparks would be dangerous. Among the more conventional equipment are attractive kits of tools marketed in durable plastic cases.

HARVEY FROST Jacks, both screw and hydraulic, shown on this stand are noteworthy for their extremely low build in the closed position. They are available in a wide variety of sizes and capacities of lift.

HEAYEERD 466
A wide range of battery chargers includes three in the field for the private owner, giving outputs of 1, 3 and 5amps. The largest, called the Boostette, is a new product. There are also models giving 1, 2, 3, 4, and 5amps, with control over the rate of charge. An interesting exhibit is of low voltage transformers for operating inspection lamps and small hand tools without any danger of shock. HEAYBERD

JENKS BROS (BRITOOL)

Britool tools and equipment used on the trans-Antarctic Expedition are to be seen on this stand, which is full of hand tools of every description, from slim tappet wrenches to powerful socket sets and torque wrenches.

The high repute of Britool equipment ensures a crowd round this display at all times.

KEY-LEATHER Among the great variety of equipment, mostly of interest to the garage man, the man who does his own car maintenance will find many attractive oddments, inefuding a cheap but robust "creeper"—the wheeled trolley used by mechanics when working beneath a

Jacks are featured on this stand—the conventional hydraulic type for general use, and also special side-lift and bumper types for which provision is made in most unit-construction cars, in which damage may be caused by not using the special jacking points.

LEXINGTON Among the exhibits on this stand are sturdy fluorescent hand lamps for garage use, and also a car polishing mop.

LISTER EQUIPMENT LISTER EQUIPMENT

Car washing equipment de luxe is featured on this stand, centring round the Lister Flexy hose brush; this is a brush of soft but strong bristles, mounted in a rubber back and so connected to a hose that there is a constant flow of water through the bristles. With it is available the Foam Master unit which supplies a detergent as required—this is of interest mainly to the professional user, but the brush itself is in wide use among private owners.

MAGLEN
A feature of this stand is the low voltage transformer installation which increases greatly the safety factor in using hand inspection lumps. There is also a range of battery chargers, and ignition components, cables and other electrical sundries.

MELDRUM

MELDRUM
Box spanners of all sizes, with special keys
and turning bars, are shown here, in addition to spin wrenches for wheel nuts, plug
spanners and the like. There are also hand
tools such as screwdrivers and socket sets,
and car ramps which stack one upon another
when not in use—a valuable space saving.

MORRIS AND INGRAM Much garage equipment is to be seen here, and there are also attractive small tools imported from the Continent.

NEUMAN 284 Hand-operated lubrication equipment is featured by this exhibitor, with the accent on the cartridge grease gun which is especially easy to refill; there are also grease nipple packs; for the garage owner and service station is available a lubricator giving a pressure of 10,000 lb sq/in.

PARTRIDGE, WILSON Among the range of battery chargers featured on this stand is the new Davenset Senior, a model to the highest specification, with a maximum output of Samp. It is fused on both mains and output sides, and will recharge a battery overnight.

PHILIPS ELECTRICAL FHILIPS ELECTRICAL

A fluorescent hand lamp for home garge use is shown; it is specially designed to withstand rugged conditions, and is fully safeguarded against damage from oil or grease, or shock to the user. It is fitted with 20ft of cable. There are also home battery

PICKAVANT

Although most of the equipment to be seen here is intended for the garage trade, there are items of wider interest, including booster screwdrivers, which are intended for the removal of rusted-in, stubborn screws such as may be found in brake drums and door hinges. hinges.

REMAX
One of the "brainwaves" among handy tools is the Remax contact setting gauge; it comprises a collar which fits over the distributor cam, and feeler gauges which are then used to set the gap. It is particularly valuable for those whose cars do not have starting handles, and who are likely to have difficulty in setting the cam follower correctly for the gap adjustment. the gap adjustment.

ROMAC ROMAC

A new product shown is a lightweight tyre plaster made of nylon and rubber, with feather-edge adhesion and thin section, for repair of tyre covers. There are also polishes and chrome restorers, fan belts, radiator hose and a range of air compressors.

RUNBAKEN RUNBAKEN

Among a wide variety of equipment are to be seen battery chargers of 5 amps and 3 amps rating, and an oil-immersed trickle charger, which may be installed permanently in a car, with a charging rate of 1-1½ amps. There is also a tubular 36-want heater which can be clipped almost anywhere in a car, an oil-insulated h.t. coil and long-life contact points.

Above, left to right, Drapers import these Herma spanners; Garrington's new hand-drell; side or bumper lift jack by Lake and Elliot; and a set range of battery chargers



Fluorescent inspection lamp by Philips

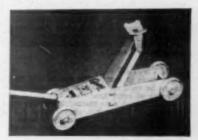


Gordon tool set in a plastic roll



Heayberd's new Boostette battery charger

Garage-style small hydraulic sack by Epce









Wolf's new Safetymaster hand drill; Meldrum's boxed spanner set; and a display of Tecalemit grease guns. Below: The Lister car wash-brush out fit



TOOLS . . .

SIEMENS EDISON SWAN In addition to a wide range of battery chargers suited to the needs of the service station, this stand shows smaller units for the home garage, including a 3-amp model. There are also Gripper hand-lamps, and an array of car lamps

THOMAS SMITH

Although this firm exhibits forgings for the manufacturer, there are also many items of more general interest, including "Snail" brand hand tools in great variety; there are brand hand tools in great variety; there are spanners in chrome vanadium, alloy and carbon steels, hammers, screwdrivers and so on. The kits of tools for motorists are attractive. A special feature is made of spanner sets which are of value to those whose cars have a variety of thread forms in major components—they are in sets with six popular sizes of British Standard and Unified fittings in the same spanners. There is also a range of spanners to fit BA nuts.

SMITHS JACKING SYSTEMS 307 The tall, tripod jacks for modern cars called Bevelift have low-friction geared heads and

Hand lubricating guns and nipples are shown on this firm's accessory stand, with oil and fuel filters and elements, and nylon reinforced tubing for lines and for hand lever guns.

TEWEL INDUSTRIES 461
Both garageman and private motorist will be attracted to this stand, with its array of tools of all kinds imported from the Continent. There is also a plastic-covered metal strip of channel section, which gives the appearance of a chrome strip or beading, plastic car washing hose and brushes, underseal and many other items. TEWEL INDUSTRIES

C. R. TIPPING C. R. TIPPING 493
Tipco tools in remarkable variety and range are to be seen on this stand; in addition to spanners of every kind there are socket sets incorporating a new ratchet head with twin pawls, torque wrenches, chisels, gear pullers and many more tools. Specially featured are tool boxes complete with equipment not only in the wide ranges required by the professional mechanic, but also suited to the private

Type repairs from the theme of this display, with special equipment, tools and materials for rapid and effective repair of all kinds of types and tubes.

WALTERS AND DOBSON New on this stand is the Vantage de luxe foot-pump kit, consisting of foot-pump, valve and valve cap spares, pressure gauge and the like packed in a stout wooden box. The pump has the firm's Contest tyre connector, which permits pressure to be measured without the contest of the pressure of the contest of nector, which permits pressure to be measured without the need to remove the pump connector. Powerful but compact pump connector. P grease guns are made.

MOLF
An electric drill which will power all kinds of tools is of value to any motorist, even if he does no more than polish his own car; Wolf have now produced a new unit—the Safetymaster—which, with two independent insulation systems, can be used with complete safety, even in a damp garage, from a two-point socket or lamp fixture. This is shown with a new range of supplementary Supa-Power equipment which greatly increases the versatility and range of the power unit.

LUBRICANTS

DUCKHAM This company's oils and greases are called Nol; they also have the Q5500 multigrade oil of SAE 10-30 rating. It is less well known that there is also an SAE 20-50, with lots of "body" when hot, for certain cases and cars

STERNOL Besides normal and multigrade oils, and greases, non-detergent car oil is also a product.

WAKEFIELD The blenders of Castrol oils and greases show in the Transport Service Equipment section, with professional garage equipment.

Alexander Duckham and Co., Ltd., Hammer-smith, London, W.6. Sternol, Ltd., Royal London House, Finsbury Square, London, E.C.2. C. C. Wakefield and Co., Ltd., 46, Grosvenor Street, London, W.1.

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ASSOCIATIONS

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British Automobile Racing Club, 55, Park Lane, London, W1 Tole Association, 14, Fitzhardinge British Road Federation, Ltd., 26, Manchester Square, London, W1 (70)
Institute of British Carriage and Automobile Manufacturers, 50, Pall Mall, London, SW1 (67)
Motor Agents Association, Ltd., 201, Great Portland Street, London, Bearth, Association, Watling Street, Lindley, near Nuneaton, Watling Street, Lindley, near Nuneaton, Watling Street, Lindley, near Nuneaton, Warwickshire (64) (64) Royal Automobile Club, 85, Pail Mall, London, S.W.1 (65) Royal Society for the Prevention of Accidents, 52, Grusvenor Gardens, London, S.W.1 (60)

SERVICE AND INFORMATION BUREAUX SERVICE AND INFORMATION BUREAUX
Warwick Road Entrance: British European Airways,
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Stand 176: British School of Motoring, Ltd., 102.
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Service, St., Martins-le-Grand, London, E.C.I.
Warwick Road, Entrance: Earth Downs, and Co.
Holder, C. C. Warwick Road, Entrance: Reith Downs, and Co.
Warwick Road Entrance: National Provincial Bank,
Ltd., 15. Bishopsgate, London, E.C.Z.
Warwick Road Entrance: British Transport Commission, 222 Marylebone Road, London, N.W.I.
Stand 65: S.M.M.T., 148, Piccadilly, London, W.I.

Allchin, E. F., & Co., Ltd., 137, High Street, Aston, Birmingham. Automotive Parts & Accessories, Bowes House, Battle Road, Huilsham, Sussex.

tattle Road, Hailsham, Sussex, Bowes House, Barrus, E. P., 12-16, Brunel Road, Acton, London, W.3. Benton & Stone, Ltd., Aston Brook Street, Birmingham, 6 Birmingham, 6.
Bowser, Monks & Whitehouse, Ltd., Spring Gardens, Doncaster.

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Crypton Equipment, Ltd., Bristol Road, Bridgwater, Somerset
Draper, B., & Son, Ltd., Kingston Hall Road, Kingston-upon-Thames. Surrey.
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Epco, Ltd., Star Works, Skinner Lane, Leeds, 7.
Everster Accessories, Ltd., Waterfall Lane Trading Estate, Old Hill, Staffordshire.
Fry's (London), Ltd., Enox House, Faraday Road, Manor Royal, Crawley, Sussex.
Garringtons, Ltd., Newton Works, Bromsgrove, Worcestershire.
Gordon Tools, Ltd., Neston Works, Rockingham Street, Sheffield, 1.
Harvey Frost & Co., Ltd., Bishop's Stortford, Hertfordshire.
Hexberd, F. C., & Co., Ltd., Greenwich South

Hersfordshire, Heavyberd, F. C., & Co., Ltd., Greenwich South Street, London, S.E.10. Jenks Bros., Ltd., Britool Works, Bushbury, Jenks Bros., Wolverhampi Key-Leather Co., Ltd., 5, Urswick Road, London, E.9.

Lake & Elliot, Ltd., Albion Works, Braintree, Essex.

Lexington Products, Ltd., Lex House, 3-6, Alfred Place, Tottenham Court Road, London, W.C.1.
Lister Equipment, Ltd., 31, Minshull Street, Place, Tollerham Codel Roads, London, W. C.R.
Lister Equipment, Ltd., 31, Minshull Street,
Manchester, 1.
Maglen, A. P., Ltd., Trafford House, 41, Trafford
Road, Leicester,
Meldram, Thos., Ltd., Freedom Works, John
Street, Sheffield, 2.
Marris & James H. (London), Ltd., 114, Kingston,
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Marris & James H. (London), Ltd., 114, Kingston, orreet, Sheffield, 2.

Morris & Ingram (London), Ltd., 114, Kingston Road, Merton Park, London, S.W.19.

Reuman, Ch. J., Ltd., Brighton Road, South Croydon, Surrey. Terman, Surrey.

Partridge, Wilson & Co., Ltd., Evington Valley Road, Leicester.

Philips Electrical, Ltd., Century House, Shaftesbury Avenue, London, W.C.2.

Pickavant, 7. W., & Co., Ltd., Apkoway Works, Bow Street, Birmingham, 1.

Remax, Ltd., 3-7. Alfred Place, Tottenham Court Road, London, W.C.1.

Romac Industries, Ltd., Romac Works, The Hyde, London, N.W.9.

Runbaken Electrical Products, 45, Oxford Road, Manchester, 1. Manchester, 1.
Siemens Eddison Swan Ltd., 155, Charing Cross Road, London, W.C.2.
Smith, Thomas, & Sons of Saltley, Ltd., Saltley Mill, Birmingham, 8. Mill, Birmingham, 8.

Smiths Jacking Systems Ltd., 50, Oxgate Lane, Cricklewood, London, N.W. 2.

Tecalemit, Ltd., Plymouth, Devon, Tewel Industries, Ltd., Cotton Hall Street, Darwen, Lancashre.

Tipping, C. R., & Co., Ltd., Tipco Works, Lowfields Road, Leeds, 12.

Tip Ton Vulcanicine Products 220. fields Road, Leeds, 12. Tip Top Vulcanising Products, 330, Kennington Road, London, S.E.11. Walters & Dobson, Ltd., Bailey Street, Sheffield. Wolf Electric Tools, Ltd., Pioneer Works, Hanger Lane, Ealing, London, W.5.

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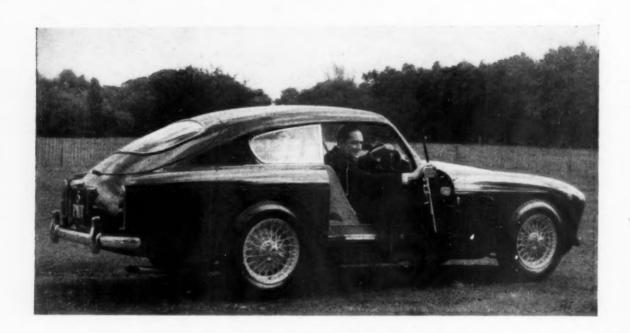


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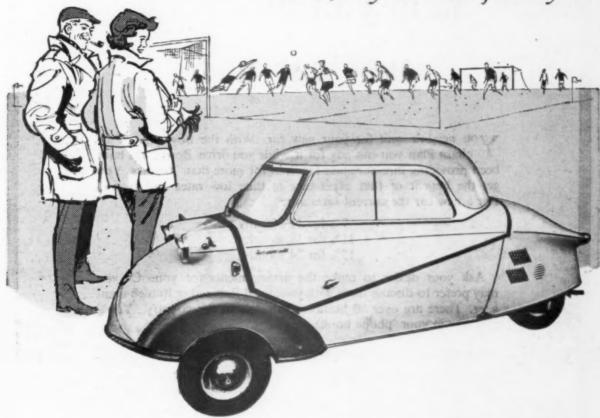


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AC-DELCO
Horns are among the instruments and other electrical accessories.

AUTOCAR ELECTRICAL Primarily concerned with tuning and over-haul, this company imports American and Continental components and accessories.

BARNACLE
Newest of the mirrors is a wide, panoramic one to take advantage of the size of modern rear windows. The steady suction mirrors have been redesigned, and their angle of adjustment is greater. Among various licence holders, those with heraldic enamel designs on the back may be noted. The Day-Nite Mirror has been refashioned and there are offset wing mirrors.

Interior vizors, auxiliary interior lamps, ashtrays, cigarette lighters and facia plaques are other exhibits. BARNACLE

BENTON AND STONE Service equipment is a main exhibit: but there is also the Monza sports and racing fuel filler cap, hinged, and with snap closing.

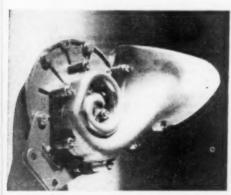
BOSCH

The Bosch windscreen washer has not been seen before at Earls Court. It is an electrical one based on a 35-watt pump, and with a 3-pint water tank. There are several horns, building up from simple, single-note models to the long-range Super Tones and Fanfare horns, and other "electrics" accessories.

BOWSER, MONKS and WHITEHOUSE

A device to ease one worry of those who tow A device to ease one worry of those state to caravans and boat trailers is an ingenious pick-up and warning light or buzzer which alerts the driver to a deflating tyre.

BRENNER Here are over a dozen different kinds of winking indicator, the smaller car lamps of all kinds and parking lamps.



Delco-Remy wind-tone horn (AC-Delco)

The main mechanical accessory is a sturdy, facia-operated radiator blind. Other products are noted in the Bodywork Accessories.

CAXTON CAXTON

Suction cup licence holders are made for curved or flat windscreens, and are fitted with agents' name badges. There are also separate agents' plates for the facia; ignition key labels; car club car badges and insignia; and car badges with the coats of arms of various towns made of chromium-plated cast bronze with enamels.

A radiator blind, and a neat windscreen cleaner with a hollow handle and a sponge plus rubber scraper head, are accessories on this seat-cover maker's stand.

Spring-laminated piston rings, often used in overhaul, are of interest.

DELANEY GALLAY
Heaters are the main product, but there is an interesting safety accessory. It is a personal



AMONG the world's exhibitions. none has a display of accessories nearly so great as that of the London Motor Show. The display is greater than ever before, many new firms exhibiting in this world shop window.

Those who cannot visit the Show will light upon a diversity of things of interest in these reports. The fortunate, who can go to Earls Court, will find that the galleries are so extensive that without returning day after day; a pre-liminary study of the report will bring to attention many good things, tucked away among the stands.

it is not possible to discover everything

The vast volume of accessories pre-vents their detailed description and assessment in these pages. But in "The Autocar's" weekly issues, new readers will find full and impartial reviews of fittings as introduced.

harness of light, but immensely strong, Tery-lene webbing. Besides anchoring the occu-pant, the harness is moored to a point in a car's steel floor, and prevents the heavy seat coming adrift and adding itself to the weight of a person thrown forward in an accident.

Mirrors are seen in great variety. The new-est is a spring-loaded wing mirror which has a tapered, oblong head and gives a wider has a tapered, oblong nead and gaives a wider view than round ones: it is very stylish. The Desmo-Kigass Screen Washer is also new; it is simple but sturdy, and has a guarantee. Picnic furniture includes the recently introduced Sunlounger, with adjustable back rest, and there is a baby-retaining chair. Other Desmo accessories are a range of mascots, both contemporary and old-fashioned, and kits for making up.

EVERSURE

This firm has a full range of accessories. Aspring-loaded mirror joins the others. The Fillacan spare fuel tin, with its own folding spout and pourer, and an anti-condensation panel for rear windows, are unusual accessories. Flat platform roof racks are in several types. Among the auxiliary lamps, there is a new sealed beam model. **EVERSURE**

FARNBOROUGH ENGINEERING In general, component firms are concerned with the car designer, but this valve manufacturer shows durable armoured seat exhaust valves which are often used by motorists and garagemen to cure exhaust valve troubles, and therefore count as a popular accessory.



Desmo's oblong Boomerang wing mirror

KEY-LEATHER

The large range of accessories include heaters and instruments, dealt with elsewhere. Aids to comfort are a transparent light-alloy framed exterior vizor and well-shaped auxiliary back rests for seats; nylon tow-ropes; framed radiator blinds in which the blind cage is raised by cable and falls by gravity; and a kind of rear window demister which consists of a wide, thin bendable bar with buried heating element. Among switches is the interesting Multibeam, Continental style. KEY-LEATHER





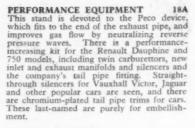
Bosch twin horns

Accessories . .

MARCHAL Mostly concerned with lamps, this company also has powerful Continental horns, some of startling power-and price.

This is one of the largest range of accessories—it includes lamps, picnic furniture, a variety of mirrors, stop-tail and reverse lights, interior lamps and all the other minor lights of a car. Picnic equipment includes folding chairs, air cushions, an interior picnic tray, and so on. tray, and so on. The windscreen washer is a simple, pump

The windscreen washer is a simple, pump kind with an unusually large reservoir. Inspection lamps include a small model with a magnetic base which sticks to any steel part of a car. There is a moulded tartan ashtray for the facia, and windscreen demisting bars.



PHILIPS ELECTRICAL 92
A battery driven electric shaver is an interesting accessory of this company.

The famous portable fire extinguishers incorporate the latest fire-fighting substances, which greatly increase their power for a given size.

Most of the products here are for the garage-man, but accessories are condensers and con-tact breaker ignition sets which are claimed to give higher-than-standard performance. There is also an oil-coil giving higher voltage output, and a car radio aerial.

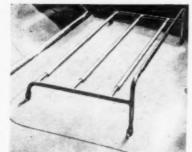
REMAX This firm is a major maker of components and accessories for the car industry. An accessory which is of particular interest to motorists is the transparent distributor cap for visual evidence of the contact breaker and high tension sparks. It is available for all cars.

SCHRADER SCHRADER 373
Schrader's main product is a world-standardized tyre valve, but there are also accessories, including accurate pressure gauges and a "spark plug air pump." This is fitted in place of one sparking plug, and uses the engine to pump air to the tyres.

SUTTY These tyre pumps are powerful, foot-operated models with English and Continental pressure gauges built in. The new Fairie Foot Pump, however, is one of the smallest and lightest made; it does not have a pressure

TRICO-FOLBERTH Here there is an exhibit of all the latest windscreen wipers, including those with de-







Parr Equipment's Portagrid, with plastic-covered bars; and the Raydyot windscreen washer of James Neale

LAYSTALL 231 Chromium-plated cylinder liners which are highly resistant to corrosion and wear are general interest.

LONDON BANKSIDE LONDON BANKSIDE

358
Minor lamps—stop tail, number-plate, interior parking and winking—are seen in great variety. There are also wing mirrors, head lamp shields and licence holders. A unique accessory of this company is a numberplate and rear lamp unit for towed boats; it fits universally. They have a diamondmesh exterior vizor.

makes all

LUCAS

This company, of course, makes all the electrics for most British cars. The lamps are noted elsewhere.

One safety accessory is a periscopic mirror set, which enables the British driver on the Continent to see past lorries ahead without pulling too far out, for abroad he is sitting on the kerb side of his car. Another is a hubcap reflector of amber colour, with a chromium rim; it has single-bolt fixing to hubcaps.

There is a variety of horns, including some of great volume and range. Other accessories that may be noted are electrically driven windscreen washers, seen in a working demonstration, sports coils, combined switches, and warning lights.

McFADDEN AND BARRON This stand has the ASM roof and tail luggage grids, especially attractive is the Sportsman tail grid with polished ash slats.

Among mirrors is a new hooded wing mirror called the Viewmaster; it is spring-mounted. A sleeeved version of the well-known popout cigarette lighters is seen in great variety. There are flasher units and switches, orthodox, arm-type direction indicators and a number of wiper arms and blades. These are being made in stainless steel—a good idea in view of the complexity of these things for cleaning and corrosion-removal. There are also windscreen wiper motors and their linkages. Bonnet motifs shown are long ones, which help in aiming a car. There is a simple form of windscreen washer.

Other electrical accessories are a flick-on under-bonnet or map-reading lamp; and a waterproof snap connector for trailer work. There are various oil and electric sump

PARMELEE Here are night driving glasses with golden yellow lenses, some as spectacles, also others to clip on to existing spectacles. There are rally models, and racing vizors.

PARR EQUIPMENT

This is one of the few exhibits of luggage racks. The range has been extended by new

The Portagrid sportsman's tail grid is telescopic, chromium-plated, and with plastic covered rods. The V.6 and 9 are huge racks for big station wagons. The Portarack non-telescopic rack is an inexpensive model which is non-adjustable.

This company makes a multitude of small lamps, including winking indicator sets and parking lamps.







Left to right: Lucas introduce hub reflectors; a new Magnatex mirror, and the new Neale Mirromatic mirror. Top: Night-driving glasses by Parmelee



'Streaky wipe' cuts vision . . . and that's dangerous. Inspect your wiper blades frequently . . . at the first sign of wear ask your garage to fit new TRICO blades immediately.

DRIVE IN SAFETY WITH

TRICD wipers and washers

STAND NO. 304, Earls Court Motor Show



. and

remember

A TRICO Windscreen Washer

sprays water on the screen for 6 seconds so

that wipers can give crystal clear vision instantly. Fit a TRICO Washer and SEE!

TRICO FOLBERTH LTD . GREAT WEST ROAD . BRENTFORD . MIDDLESEX



Highly developed electronic and pneumatic control enables one or two men like me, in the control room, to keep a constant eye upon all the complicated processes of a modern Petrofina refinery. Our job is to see that there is no variation in the delicate balance of production, so that you, the motorist, get the best—not some of the time, but always.

Group Distribution

In Great Britain, as in many other countries of the world, more and more petrol stations with blue and white pumps are open to serve Super FINA petrol, along with other first-class FINA products—the same highest quality being set for all.







ONE OF THE PETROFINA GROUP OF COMPANIES



The Eversure Anticon panel for rear windows, and (below) a separate side lamp by Wico-Pacy



Accessories .

layed action to link with windscreen washers, so that the water is applied first and blades do not wipe a dry screen. Wiper blades include those which, as far as possible, are satisfactory on panoramic screens. Mirrors include swivelling wing mirrors.

include savuelling wing mirrors.

There are automatic cigarette lighters, direction indicators and switches of all kinds, and a unique trumpet horn which is vacuum-operated and available in one, two or three-trumpet models.

TUDOR

In this large range of accessories, two products are new. A new kind of dipstick shows oil level when its transparent-bulb top is squeezed. The effective but inexpensive windscreen washer appears in a new edition. Among the mirrors, ratchet wing mirrors are interesting.

WILLIAM TURNER (KISMET) 501 Amongst garage compressed air equipment there are the accurate Kismet pocket tyre gauges.

WALTERS AND DOBSON

Accurate tyre pressure gauges, grease guns, and tyre pumps are shown. The new Contest connector enables tyre pressure to be checked without removing the councetor from the tyre valve.





WICO-PACY
This electrical firm has a variety of small lamps which include the new torpedo separate side lamp, with rubber base.
There are orthodox fuel and oil filters,

There are orthodox fuel and oil filters, many for accessory fitting, and the new Filter-Link. This is a transparent pipe section placed into the petrol pipe as an interpuption; it has a fine filtration element of sintered bronze, far more retentive of fine particles than normal gauzes. Horns are of the Clear Hooter and Cleartone range, and a new high tension, oil-filled ignition coil is introduced.

WINGARD

An addition to the range of mirrors which are e main product of this company, is a prismatic anti-dazzle interior mirror for cars with wide rear windows; it is called the Silverwing. Tough glass-fibre, resin-impregnated exterior windscreen vizors are now available for some Continental as well as popular British cars. The windscreen washer has been modified to give neater operation and increased water delivery. To the existing roof racks there have been added a telescopic model with adjustable feet, and a rack for ladders, dinghies, or other long objects.



Left: Wingard torpedo murror, and Romax transparent distributor cap. Above: A new lightweight Sutty foot pump

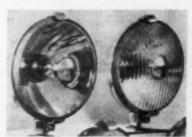
LAMPS

BOSCH
These fog lamps are notable for shallow bowls. The beam is very wide and flat—possibly the widest of any lamp. The fog lamps are matched by long-range driving lamps, there are also oblong auxiliary lamps, which retain the same accurate beams.

BUTLERS

The lens of the shallow Discus Mark II fog lamp has now been modified. The Saucer lamps are an inexpensive but effective kind, and there is a neat reversing lamp. On show for the first time is the Unispot, which is a car spot lamp, with a quick-release locking device which permits of instant swivelling of the lamp from a steady position.

CEAG
Here are inexpensive but accurate lamps having chromium plated brass bodies. The spot lamps and the fog lamps have 6½ in or 5½ in diameters.



Ceag fog and long-range lamps, and (below) Marchal's new Visorius for grille or other frontal-styling mounting



AC-Deleo Division of GM, Ltd., Watling Street, Dunstable, Bedfordshire, Brinsering Division, Spring Gardens, Doncaster, Co., Ltd., Brundfields, Garase Gardens, Doncaster, Co., Ltd., Brundfields, Garase Gardens, Doncaster, Co., Ltd., Caxton Name Plate Manufacturing Co., Ltd., Kew Green Richmond, Surrey, Conway Car Accessories, Ltd., 185, The Vale, Acton, London, W. A., Cords Piston Rung Co., Ltd., 75-77, Scrubs Lane, London, N.W. Ltd., Vulcan Works, Edgware Radg, London, N.W. Z., Desmo, Ltd., Pensnett Trading Estate, Brieriey Hill, Staffordshire, Farnborough Engineering Co., Ltd., Farnborough, Kenf. Rodg, London, S.E. L., Chondon, Bankside Products, Ltd., The Runway, South Ruiship, Middlesex, Ltd., Bath Road, Harlington, Hayes, Middlesex, Ltd., Bath Road, Harlington, Hayes, Middlesex, Marchai Distributors, Ltd., Brook Lane North, Brentford, Middlesex,

Neale, James, and Sons, Ltd., 68. Graham Street, Birmingham, 1.

Parmelee, G.B., Ltd., 39C and D. Bedford Avenue, Trading Estate, Slough, Buckinghamshire.

Parr Equipment Co., Ltd., 20. Avonmore Road, London, W. 14to Devices, Ltd., Hanworth Road, Sublury on Thannes, Middlesex, Ltd., Hanworth Road, Sublury on Thannes, Middlesex, Erformance Equipment Company, Tower Building, Liverpool, 5.

Philips Electrical, Ltd., Century House, Shaftesbury Arenue, London, W.C.2.

Pyrene Co., Ltd., 9, Grosvenor Gardens, London, S. W. 1.

Runbaker, Electrical Products, 45, Oxford Road, Manchester, 1.

Remax, Ltd., 3-7, Alfred Place, Tottenham Court Road, London, W.C.1.

Schrader's, A., and Son, 529, Tyburn Road, Erdington, Birmingham, 24,

Sutty Motor Accessories, Ltd., Gladstone Road, Parmborouth, Kent.

Tord, Middlesex, Great West Road, Brentfulder Accessories, Ltd., Beaconsfield Road, Hayes, Milliam Turner (Kismet), Ltd., Eyre Works, Shefffeld, 1.

William Turner (Kismet), Ltd., Eyre Works, Shefffeld, 1.

William Turner (Kismet), Ltd., Denbigh Road, Bletchley, Buckinghamshire, Wingard (M. A.), Ltd. Kingsham Road, Chichester, Suesex.

Accessories . .

EVERSURE These auxiliary lamps, from one of the older firms, are distinguished for their quality of construction and finish. Driving, fog and spot lamps are made.

LUCAS

The shallow bulb fog and driving lamps continue in two sizes; these are the SFT and SLR 700S, and the SFT and SLR 576. There are also the WFT and WLR wing-fixing fog lamps and long range lamps.

Introduced at the Show is a new compact model, 5 in in diameter and 3 in in depth. An adjustable steel bracket is clamped to the inside of the body by a hollow spigot and nut, through which the cable passes; there is generous adjustment. These lamps employ the modern styling device of a built-in lens hood.





Wiso-Pacy replacement head lamp and the new Ward pistol spot lamp

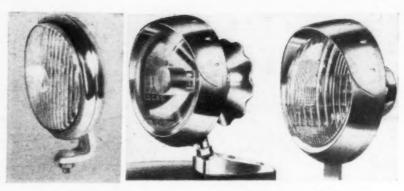
Matching these lamps is an adjustable spot lamp with a flat foot for mounting on the wing or windscreen pillar adjacent to the driver's window. It has a flat handle intended for finger grip, and providing for the fitting of a rear view mirror.

There has been conflict between Continental authorities and those of Britain and America over head to mp dipped beams: the Europeans have refused to accept anything but the sharp line cut-off of the Duplo-type hooded filament. Lucas have now designed a head lamp which has provision for the European standard bulb, and also the asymmetrical dipped beam lens which is prescribed by the International Code, to which Britain does not subscribe. The reflector and lens are entirely new, and not based on those of existing lamps. This European type head lamp is interchangeable with standard lamps. It is understood that the lens reflector units are to cost 15s 6d.

MARCHAL

MARCHAL

The elegant Fantastique auxiliary lamps continue and are shown with Continental head lamp conversions for British cars. There are new Visorim auxiliary lamps, not dissimilar



A shallow Bosch fog lamp, and the new Lucas 4SM spot lamp and fog lamp

as regards lens and reflector, but having the contemporary styling of a peak formed in the upper rim. Conversions of these lamps are called Univisorim; they have back swivel are called Univisorim; they have back swived mountings, incorporate optional, winkers and side lamps, and can be fitted in place of existing side lights or flashing lights or they can be fastened to grilles, giving the lamp a mounting safe from casual danger.

Other new lamps are economy versions of the normal fog and long range lamps, with silver grey enamel finish. There are also oblong lamps.

The Raydyot fog and long range lamps are modern, shallow units with well-scaled fronts. There are particularly steady and easily adjusted mountings.

WARD
This company introduces the Western Style adjustable spot lamp. It has concealed cable, a ball joint mounting giving complete rotary

movement as well as considerable up and down adjustment, and the handle is a careful reproduction of that of a Colt .45 revolver.

This company shows replacement unit head lamps for the first time. Also new is a conversion set for Ford Populars.

Bosch, Ltd. 20. Carlisle Road, The Hyde, Hendon, London, N.W. 19 (407)
Buters, Little Works, Grange Road, Small Carles, Ltd., Queen's Road, Barnsley, Yorkshire (452)
Ceag, Ltd., Queen's Road, Barnsley, Yorkshire Eversure Accessories, Ltd., Waterfall Lane Trading Estate, Old Hill, Staflordshire (454)
Lucas, Joseph, 46, Park Street, London, W.1 (250)
Marchai Distributors, Ltd., Brook Lane North, Breniford, Middlesex (552)
Neals James and Sons, Ltd., 68, Graham Street, Wico-Pacy Sales Corporation, Ltd., Denbigh Road, Bletchley, Buckinghamshire (278)
Ward, K. F., Ltd., 295, Sherlock Street, Birmingham, 5 (87)

INSTRUMENTS

AC-DELCO AC-DELCO

Among the AC-Delco exhibits there are all the usual facia instruments which are fitted by several manufacturers. Of particular interest is the Vivid Arc speedometer, which can be read accurately but which also gives ready indication of speed at a hasty glance. There are both electric and capillary tube thermometers.

BARNACLE Here there is an engine oil-level gauge for the facia It works on the pneumatic principle and since it was introduced last year has had several improvements.

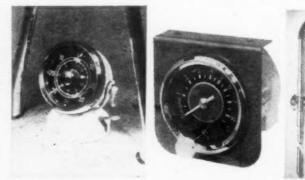
BOWSER MONKS The Bowmonk Dynometer is an instrument recording acceleration, gradient, pulling power—and other usual aspects of a car's performance. In the new model there is a recording needle which retains maximum reading—convenient for the driver who is working without an assistant, and especially valuable in braking tests. The dial has various useful scales. There is a special one for tractive resistance.

The Pressoneter is an instrument attached the contractive resistance.

able to a brake pedal and recording the pressure used by the driver, though this is perhaps of less interest to the amateur than to the professional tester.

BRITISH JAEGER 345 Here are the fine facia instruments fitted in the cars in the hall below. They include low-pressure gauges, electric clocks and rev counters.

KEY-LEATHER Although it is designed only for the Volks-wagen at present, the special Drager petrol gauge shown here is of interest because of its accuracy to the nearest pint. Readings



The Bowmonk Dynometer, a performance-testing instrument; the accurate Key-Leather Drager fuel gauge for VW cars; and Barnacle's facia indicator for sump oil level

are taken by depressing a button; there is then automatic recording of the depth of petrol in the tank, on a conventional dial.

The electric or capillary tube thermometers of this firm, and also ammeters and oil pressure gauges for certain models, can be sold in auxiliary panels for one, two or three instruments, so that they can be easily and neatly fitted.

REDEX

REDEX
This company makes a vacuum gauge and kit, for engine tuning. It is so calibrated as to give useful and interesting information about engine state and tune, based on its readings of the depression in the inlet manifold. An upper cylinder lubricating device is operable from the facia; a press button gives extra u.c.l. when the engine is thought to need it. There is a variant of this, which is housed under the bonnet; it administers u.c.l. on cold starting only, by entirely automatic means.

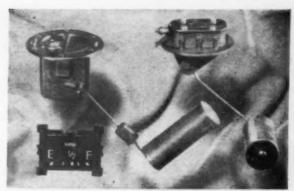
S. SMITH AND SONS

S. SMITH AND SONS

This group of companies make the greater part of the instruments used in British cars. For fitting additional instruments in cars there are neat mounting brackets. One extra instrument is a dead accurate capillary tube thermometer giving a full-scale dial reading.

Of major importance to car makers and motorists alike is a range of new electric instruments for temperature, oil pressure and petrol level. The salient points are damped and steady needles, longer scales on dials, and, in the case of the petrol gauge, a new tank unit. This is much improved on previous types: its modifications are too numerous to detail, but an improved

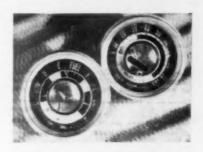
New and more accurate petrol gauge by S.
Smith and Sons



The latest AC-Delco instruments for Vauxhalls, including Vivid Arc speedometer (right)

geometry for the float is an important aspect. All this new equipment is shown working; what is not shown is the odd shapes of modern petrol tanks which have made necessary improved gauges.

Coming under the heading of instruments at Tudor's Oilcheck, a tube and bulb arrangement which is available for all cars, and replaces the normal dipstick. Oil level can be checked by squeezing and releasing a plastic bulb without the need to withdraw and wipe the stick. TUDOR



AC-Delco Division of General Motors, Ltd., Watling Street, Dunstable, Bedfordshire. Barnacle, Ltd., Bensham Lane, Croydon, Surrey, British Jaeger Instrumen's, Ltd. 50, Osgate Lane, Cricklewood, London, N.W. 2. Bowser Monks and Whitehouse, Ltd., Engineering Division, Spring Gardens, Doncaster, Yorkshire, Key-Leather Co., Ltd., 5, Urswick Road, London, g. 9.

Redex, Ltd., 353, High Road, Chiswick, London, W 1 W.4. S. Smith and Sons (Engand), Ltd., 50. Ougate Lane, Cricklewood, London, N.W.2. Tudor Accessories, Ltd., Beaconsfield Road, Hayes, Middlesex.

HEATERS

DELANEY GALLAY

DELANEY GALLAY
A new heater, shown for the first time, is called the Delanair; it is for the Vauxhall Victor or the Wolse'ey 1500 at present, though it may be applied to other models. On the open road it is a fresh air intake heater, but in traffic the outside air intake can be closed and the air already in the car recirculated. A combination of both systems can be used. can

n be used. The Good Companion is a universal re-The Good Companion is a universal re-circulatory heater to fit any car; it has twin dem.sters, and a good heat output. Finally there is the A.19 heater, a non-electric fresh air intake model which uses heat from the engine's radiator in Ford Populars and the old Anglias and Prefects. A Delaney Gallay accessory is an automatic car interior tem-perature control, linked to the heater.

KEY-LEATHER The simplest model is the Monitor heater and demister; this has its own radiator fan and reversible electric motor, and it is for the older cars having pumpless water-cool-

ing systems.

The 54 model has a greater capacity, and there are special fitting kits for all modern cars. A resistance switch provides for varying the speed of the fan.

Of particular interest are heater ventilators.

which draw in fresh air from outside the car, and can be installed as accessories in cars having no particular provision for such things. The compactness is ingenious.

S. SMITH AND SONS

252
The new F.390 fresh air heater and ventilating system is now being fitted by several car makers on their 1959 models. Although it is no bigger than previous models, it has a heat output equivalent to a 4Kw domestic fire. Windscreen and car interior temperature air is separately controlled, with the heater delivering warm air to the body while cool fresh air can be delivered to the windscreen for demisting and maintaining a cool airflow at head level for the front seat occupants. pants

This model cannot be installed as an ac-This model cannot be installed as an accessory, but there is a general-purpose freshair heater, the F.260, available as a complete kit with fitting instructions. There are also recirculatory heaters, the 1½Kw R.151 and the 2Kw R.201.

For very large cars there is an auxiliary

R.240 under-seat heater for the rear com partment; it also demists the rear window.

RUNBAKEN This company's heater is a small one, consisting of a tiny heating element enclosed in an air convection tube.

TUDOR
The Mark III is the simplest fresh air intake heater. It has no separate radiator of its own, but draws warm air from behind the car's own radiator to a fan motor unit in or

under the facia.

The company's recirculatory heater has the unusual feature of twin fans, and Twinfan is its name. One circulates warm air in the car, and the other operates the demister.

The Wingard recirculatory heater can be fitted in any car. By the use of a heavy back plate and rubber motor mountings, it has been made particularly silent in operation. The water-filled heat exchange element is annular, and composed of finned tubes.

WORLD RADIO This is a recirculatory heater called Trade Wind. It has an effective heat exchange







Delaney Gallay's Ranco interior temperature control, and their Good Companion heater



Accessories . . .

The new Smiths heater-ventilator is smaller, but of the same power as its predecessor

HOLSUN (Peto and Radford) The Dagenite batteries seen here have new vent plugs, and terminal pillar sealing re-duces the risk of corrosion from escaped

This company shows for the first time the new S.7 battery. This has a smooth top, and a manifold one-piece venting system which minimises the escape of acid and simplifies topping up; there are no loose plugs. An acid anti-splash guard prevents surging of electrolyte and acts as a level register. The combining of all the filler plugs into one bar unit certainly gives the batteries a neat appearance.

This manufacturer was the first to introduce dry charged batteries, called Major Power Seal, and these are a principal exhibit.

PARK BROS. The heavy-duty batteries have all the cur-rent general improvements of construction, such as microporous synthetic separators, and glass wool retainer mats for the active material on the positive plates. A good deal of other electrical equipment is shown, including a current voltage regulator.

SIEMENS There are two ranges of batteries here—inexpensive Crown models and the Extralife models with hard rubber containers.

S. SMITH and Sons 252
This company continues its full range of normal and heavy duty batteries.

TUNGSTONE The normal range is called Tungstone and is made to military specification, with reinforced separators, internal baffles and other features; they have a qualified two-year guarantee. The Tunganite battery is an inexpensive type with a good specification and having a one-year guarantee.

Here are shown Crompon Parkinson bat-teries, for the first time in dry charged forms which can go into immediate service from store. The normal range is called Golden Crompton, and the heavy duty models Double Duty.

Buckland Battery Co., Hersham Trading Estate,
Walton-on-Thames, Surrey (229)
Camel Accumulators, Ltd., 61, Church Road,
Gatt Batteries, Ltd., 6-10, Whitfield Street,
London, W.1 (374)
Holsun Batteries, Ltd., 6-10, Whitfield Street,
London, W.1 (374)
Lucas, Joseph (Batteries), Ltd., 46, Park Street,
London, W.1 (366)
Olchair & K. (366)
Olchair & K. (366)
Olchair & K. (366)
Park Bros., Ltd., Bankfield Works, Ordnance
Street, Blackburi, Lancashire (402)
Siemens Edison Swan, Ltd., 155, Charing Cross
Road, London, W.C. (3560), Ltd., 50, Oxgate
Tunastone Products, Ltd., 3, St. Bride's
Salisbury Square, Ldondon, E.C.4 (416)
Young Accumulator Co., Ltd., Compton House,
Aldwych, London, W.C.2 (419)

Below: Plugs of wider heat range by K.L.G.

element, and individual outlet doors enable driver and front seat passenger to have more or less individual heating to individual taste.

Delaney Gallay, Ltd., Vulcan Works, Edgware Road, London, N.W.2 (224)
Key-Leather Co., Ltd., 5, Urswick Road, London, E. 9 (403)
S. Smith & Sons (England), Ltd., 50, Oxgate Lane, Cricklewood, London, N.W.2 (252)
Runbaken Electrical Products, 45, Oxford Road, Manchestectrical Products, 45, Oxford Road, Manchestectrical Products, Middlesex (411)
Wingard (M.A.), Ltd., Beaconsheld Road, Hayes, Middlesex (411)
Wingard (M.A.), Ltd., Kingsham Road, Chichester, Sussex (562)
World Radio, Ltd., Edgware Road, Cricklewood, London N.W.2 (565)

PLUGS

AC-DELCO

Like other plug manufacturers, this company has an exhibit explaining the heat range principle—that is, the problem of a plug which must not become oily or sooty in quiet and cold running, yet must not run too hot when the engine is given hard work.

CHAMPION Emphasis is placed on spark plug cleaning and servicing equipment. There is also the recently introduced "Plugometer," a simple device for determining plug state and colour.

K.L.G. A new plug is the F.75 (or FE.75) shown for the first time. It has a wider heat range, to suit modern high performance family car engines under both traffic and open road conditions.

conditions.

There are platinum-pointed and racing plugs, and the FE.220. This plug was originally for racing use only, but has been reclassified as a general duty "hard" plug for those who have hotted up or super-tuned production engines, and for use in ordinary engines which are to go through a rally.

Besides normal types, Lodge show long-life, platinum-pointed plugs as an alternative to most grades of ordinary ones. In normal plugs this company uses a process called "electrode chromising," which gives extra-ordinary resistance to corrosion and pitting. There is a new nickel alloy for electrodes.

WICO-PACY Here is a range of inexpensive 3s 6d plugs, with waterproof plug covers and T.V. suppressors as extras.

AC Delco, Division of General Motors, Ltd., Wat-ling Street, Dunstable, Bedfordshire (548) Champion Sparking Plug Co., Ltd., Feltham, Middlesex (215) E.L.G. Sparking Plugs, Ltd., 50, Oxgate Lane, Circklewood, London, N.W.2 (344) Lodge Plugs, Ltd., St. Peter's Road, Rugby (242) Wico-Pacy Sales Corporation, Ltd., Denbigh Road, Bletchley, Bucktingkamishire (278)



BATTERIES

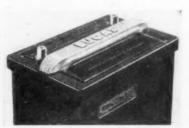
BUCKLAND BUCKLAND

This company makes normal and heavy duty batteries at low prices. Dry charged batteries, which can go into service as soon as they are filled with electrolyte, have been added to the range.

Duralife normal and dry charged batteries are the subject of an unusually long guarantee period—four years when used on private cars. This new guarantee started at the same time as the London Show.

CHLORIDE Here Exide and Silver Exide normal and heavy duty batteries are shown, and there is a special display of the small and lightweight models developed for light cars. They are assembled in translucent polystyrene containers, so that acid level can be seen at a glance.





Park Brothers current-voltage control unit, and the new smooth-topped Lucas battery. The filler plugs are united with the one-piece cap

Miss your bus if you like



but don't miss the

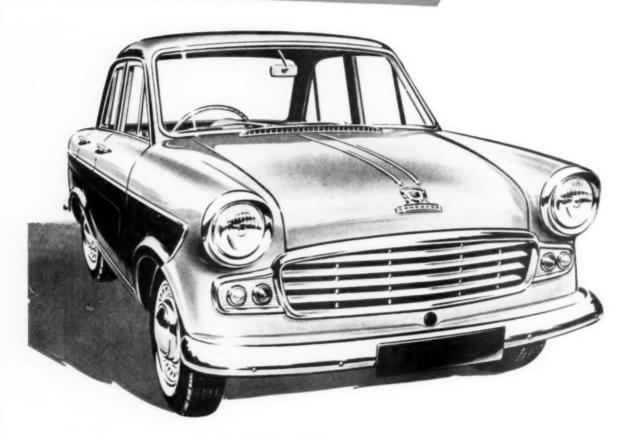
STANDARD

TRIUMPH STANDS



STANDARD

Cars



The NEW STANDARD Vignale Vanguard

This famous car has been re-styled to combine the best of British and Continental lines with new harmonising colour tones and a superb exterior and interior finish. This is certainly a car you will have to see at the Motor Show.



Standard Vignale Vanguard. The rear seat folds forward to provide an additional 32 cu. ft. of luggage space. There are four side doors and upper and lower tailgates are selfsupporting.

Stand number 147

at the Motor Show



The NEW Standard Ensign

A 14 h.p. (1670 c.c.) engine, with wet liners for longer engine life, a four-speed gearbox with floor-mounted gear change, four-wing visibility and a 32/38 m.p.g. fuel economy are outstanding features of this popular car.



The Standard Pennant

Handsome body lines and a luxuriously appointed interior are combined with a 948 c.c. engine, giving 42/47 m.p.g. to provide the best in small car motoring.



The Standard Ten

Here is to-day's best value in small cars. A lively 948 c.c. engine with 42/47 m.p.g. petrol consumption offers really remarkable economy, while a four door, four seater body gives roomy comfort to four passengers.



The Standard Eight

This is the greatest little Eight of them all—a four door, four seater with dual tone upholstery which provides extra luggage space when required and an 803 c.c. Power Plus engine with a 47/52 m.p.g. petrol consumption.



The Standard Companion

You won't find a livelier, roomier or more reliable 10 h.p. double-purpose car than the Standard Companion. There are four side doors, in addition to the single goods door at the rear.

London Showrooms: 15-17 Berkeley Square, W.I. Gro 8181
THE STANDARD MOTOR COMPANY LIMITED, COVENTRY

TRIUMPH Cars at the Motor Show

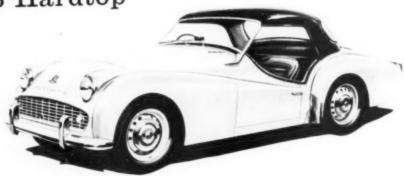


The TRIUMPH T.R.3

This fine sports car grows more popular each year—and no wonder! There are disc brakes for super safety; a top speed of 110 miles per hour; a petrol consumption of 26/32 m.p.g. A folding fabric hood with side screens gives all-weather protection.

and the T.R.3 Hardtop

The T.R.3 Hardtop gives you all the excitement of sports car motoring with saloon comfort.





Stand number 135

London Showrooms: 15-17 Berkeley Square, W.1. Gro 8181 TRIUMPH MOTOR COMPANY (1945) LIMITED, COVENTRY. (A wholly owned subsidiary of The Standard Motor Company Ltd.)

Accessories . . .





Cornercroft's brightanodized light alloy wheel disc; attractive new Hills number plate digits; and the stand, leather-panelled



BODYWORK

B.B. CHEMICAL Besides adhesive and sealing compounds for car makers, there are useful things for private owners—sealing strip, handyman's adhesives, and Boscoseal underbody coating for protec-tion and silencing.

BAMBERGER Fine timbers for quality coachwork.

239 Here are windscreens, metal-framed windows for caravans and vans, coach hinges, ventilat-ing louvres, and other body presswork.

BERGER Synthetic enamel and cellulose finishes.

BLUEMEL Steering wheels, and telescopic steering wheels—which, unfortunately, can be fitted only as initial equipment.

BOWSER, MONKS AND WHITEHOUSE WHITEHOUSE

New car mats called Acoustic-Pile are made from coir pile, and are {in thick. They absorb water from wet shoes, should have a marked silencing effect, and should be hardwearing. They permit a wet car floor to dry out through the mat.

BOYRIVEN Upholstery materials and bodywork, and hardware for manufacturers.

BRIGHT MANUFACTURING Among bodywork seals, the very easily fitted Snappon draughtproof seals for doors are of particular interest to garagemen and owners.

BRITISH INDESTRUCTO Safety glass windscreens and windows.

BROWN BROTHERS This is a large firm of wholesalers to the motor trade for all accessories and equipment; but they have their own ranges of inexpensive seat covers.

CAR-COVERALL The cabriolet-type folding sunshine roof called Webasto is shown as fitted to a 3.4-litre Jaguar, giving a very big opening. In the main hall this roof is also seen fitted to a Humber and a Bentley on stand 107.

CAR PLATES All the varieties of modern number plates, including some of finer quality than can be used as standard by car makers.

A. W. CHAPMAN These fine toller seat mechanisms and Chapman-Reutter hinges for adjustable seat squabs are used in the best coachwork.

ROBERT INGHAM CLARK Paints and finishes made by this company include underbody dip primers, body and wheel enamels, and other modern finishes.

CONNOLLY BROTHERS This stand is devoted to the choice leathers used as standard in quality cars, and as additional equipment in many popular cars.

CONWAY CONWAY

A new item is link matting, made from varicoloured felt; it should be silent and hardwearing, and it looks very well. The Relax
nylon backrest is now available for bench as
well as bucket seats. There are wire link
mats, a low current consumption seat heating
pad, rayon waterproof car covers, all-wool

A new one, called Silver Star, has untarnish-able silver Lurex thread woven into it. CORNERCROFT

CORNERCROFT

The choice polished wheel discs seen here are standard equipment on many quality cars, but are also available as accessories for popular models. There are wheel trims as well as discs. Besides silver-finished and white number plate digits, there are illuminated glass-panel and encased number plates—for bodybuilders only. A silver-anodized, folding wash basin for caravans is another exhibit. exhibit.

COURTAULDS Best known to motorists for the development of high tenacity rayon for tyre carcases, Courtaulds are newcomers to the Motor Show. They have a new upholstery material. Contraction.

Show. They have a new upholstery material. It is strong, woven in a variety of pleasant patterns. It breathes, and it is highly resistant to stains or cigarette burns. This processed does not yet appear in the cars below material does not yet appear in the cars below in the main hall, but should soon be in great demand. It is available in shops.

COX AND CO (WATFORD) This firm makes adjustable car seats and mechanisms, windscreen controls, and sinuous wire seat springs.

D.J. (TIPON) Bodywork retouching kit in easy form, per feetly matching car makers' colours.

DOCKER One of the largest firms connected with paints and finishes for cars.

Car carpeting, with wool or rayon pile and rubber-backing, is the subject of this exhibit.

GENERAL AND INDUSTRIAL PAINTS

PAINTS

Illustrating synthetic car enamels is a full colour transparency showing a range of Martin Walter coachwork conversions in some of the available colour combinations.

GLIKSTEN Choice hardwoods, veneers, veneered panels, and plywoods for car bodywork.

HAIRLOK Some of the cushion and squab seat coverings are moulded rubber foam, and others are curled rubberized hair.

HALLAM SLEIGH AND CHESTON Bodywork fittings for coachbuilders, including seats and seat adjustments. HERTFORDSHIRE RUBBER Rubber sections and extrusions used by car makers for sealing, in remarkable variety.

HILLS PATENTS HILLS PATENTS

Among the number plates is a new one called Hillwyt. This has flanged triangular-sectioned white characters, and built-in rivets for fixing to number plates. Other characters are white, plated, or polished

IMPERIAL CHEMICALS

The Paints Division shows Hilux, Belco and Dulux finishes, and metal anti-corrosive treatments used before painting. The Leathercloth Division has scaled-down car seats and door panels, using the various new car upholsteries. Some are made up as a resilient roll-form quilting to save the cost of upholstery pleating by craftsmen.

INTALOK Complex woven springs which are light and durable appear in a new form which has been chosen for the Rover 3-Litre.



Door repair by plastic metal (M.G. Plastics); and (below) thick Conway mats of varicoloused felt



Accessories . .

KAROBES Seat covers are made in many materials, but note may be made of the seamless transparent ones for protecting without concealing upholstery. Latex foam head cushions, adjustable headrests, foam rubber seat pads and backrests, a steering wheel glove, a shoeprotecting heel rest, and a neat seat-attached plastic holdall for maps, vacuum flasks and other oddments, are products of this company. this company.

this company.

Besides the woollen tartan seat rugs there are two luxury models. One is covered with ocelot on one side and tartan on the other; the second is ocelot on one side and red velvet on the other. There are sheepskin rugs for rear seat wells and tunnels.

The venetian car blind for rear windows fits by suction cups.

LACE WEB SPRING Here are seat frames, web springing, and foam cases.

M.G. PLASTICS Metolux is a very strong, self-setting metal filler used for bodywork imperfections and damage repair. An actual door is shown under repair.

MORY Seat covers are seen in a variety of materials.

PINCHIN JOHNSON Paints and finishes for the industry.

PYRENE This company have extensive plating facilities, and are major suppliers of car bumpers. They also are responsible for the well-known anti-corrosive steel treatments such as Bonderizing corrosive steel tr and Parkerizing.

RALLY-KLAD RALLY-KLAD 5

Newest of this big range of seat covers is a Bedford cord which has a gold Lurex thread. Others use 100 per cent wool in tartan patterns; plain Bedford cord; moquette; and jaguar and zebra pile fabrics.

The "Minquilla" is a remarkable travel wrap. On one side it is simulated mink fur, and the reverse is simulated chinchilla, muted its challer from partiages being slight, silver.

in shades from pewter to bright silver.

REGENCY
Regency show complete ranges of rayon, Bedford cord, woollen, leopard and ocelot pile, and clear plastic covers. Bedford cords made from ribbed rayon are new, and so is a material called Super-Regentex which is waterproof, fire resistant, and can be dampeleaned in position on a seat.

Accessories are travelling rugs, plastic and link flooring mats, and other bodywork covers.

B.B. Chemical Co., Ltd., Ulverscroft Road, Leicester Leicester.

Bambergers, Ltd., 27-28, Finsbury Square, London, E.C.2.

Bambersers, Ltd., 27-28, Pinsbury Square, London, E.C.2.
Beaton, G., and Son, Ltd., Beatonson House, Victoria Road, London N.V.10.
Berger, L. (Great Britain), Ltd., Morning Lane, Homerton, London, E.9.
Bluemel Brothers, Ltd., Wolston, near Coventry, Bowser, Monks and Whitehouse, Ltd., Spring Gardens, Doncaster.
Boyriven (Hardware), Ltd., Riven Works, Bridgewater Road, Albertoen, Wembley, Middlesex, Torrinston Avenue, Coventry, Meteor Works, Torrinston Avenue, Coventry, Stritish Indestructo Glass, Ltd., 27-29, Park Royal Road, Willesden, London, R.V.10.
Brown Brothers, Ltd., 22-34, Great Eastern Street, London, E.C.2.
Car-Coverall, Ltd., 168, Regent Street, London, W.1.

Brown Brothers, London, E.C.2.
Car-Coverall, Ltd., 168, Regent Street, London, W. I.
Carles, Ltd., 24-32, Euston Buildings, Gower Caxton Name Plate Manufacturing Co., Ltd., Kew Green, Richmond, Surrey, Chapman, A. W., Ltd., Ranelagh Gardens, Fulham, London, S.W.S.
Clark, Robert Ingham, and Co., Westmoriand House, 127-131, Revent Street, London, S.W.I.
Connoils, Brothers (Condon, N.W.I.)
Connoils, Forbert Green, London, N. Charles, Connoils, C



Styla Flyte stainless wheel disc (Ward); a Car-Coverall cabriolet saloon roof conversion; and Weathershields' wheel spats for Morris Minor 1000

SILENT CHANNEL Here are the lined channels for free-sliding of windows.

There are all kinds of seat covers; last year this company extended the range of animal skins to include tiger.

THORNLEY AND KNIGHT Among the coachbuilders' finishes of all kinds are spraying and brushing synthetic enamels and special cellulose lacquers. Certain exhibits show the fine finish which can be obtained on glass fibre bodywork.

TITANINE Another stand devoted to car finishes.

TRIPLEX SAFETY GLASS Most important development in safetly glass is full wrap-round screens of compound curvatures. Also interesting is the incorporation of very fine heating and demisting metal invisibly within the glass. This is used only by one or two quality car makers so far.

Rubber link mats are shown, with the refinement of a dirt-collecting apron underneath which protects aviation neath which protects existing carpeting and

WARD The free use of ductile stainless steel makes the styling accessories seen here of worthier construction than many essential components are. There are ventilated and spoked wheel discs, fins, portholes, stars, coloured tyre trims, self-adhesive plastics for two-tone bodywork effects, and so on.

WARDLE (EVERFLEX) Well-known upholstery and convertible hood materials are shown, but there are new printed upholstery designs of pleasing charac-ter which get away from imitation of leather.



WEATHERSHIELDS WEATHERSHIELDS

The principal products are panel and folding sliding roof conversions, some shown on scale models. New this year is a wheel arch valance for the Morris 1000. It is made of steel, Bonderized and primer painted. Other details are exterior and interior sun vizors, centre armrests, special sidescreens for a number of sports two-seaters, ventilated cushions and squab covers for hot countries, and various presswork for the motor industry.

WELFIT Tailored seat covers, car carpets, mats, rubber mats, plastic-coated felt mats, foam seat pads, travelling rugs, and waterproof covers for cars are the main exhibits. There is also a are the main

WILMOT BREEDEN This company makes bumpers, door locks and bodywork hardware in enormous quantities for the car manufacturers; their scope extends to bonnet motifs.

CHARLES WRIGHT Here are number plates, L-plates, and other signs with digits in white or bright metal

ZELL-EM Plastic adhesive licence holders are shown.

Courtaulds, Ltd., 22, Hanover Square, London, W l.
Cox and Co. (Watford), Ltd., Watford By-Pass.
Watford, Hertfordshire.
Docker Brothers, Rotton Park Street, Birmingham.
16. 16.
Pirth, T. F., and Sons, Ltd., Flush Mills, Heck-mondwike, Yorksnire.
General and Industrial Paints, Ltd., 29, Wadsworth Road, Perivale, Greenford, Middlesex.
Cliksten, J., and Son, Ltd., Carpenters Road, London, E. 15, 184, Metalskirk Hove, Control Street Marken, J., and Soul, Ltd., Carpenters Road, London, E.J.
Hairlok Co., Ltd., Iddesleigh House, Caxton Street,
London, S.W.I.
Hallam, Sleigh and Cheston, Ltd., Widney Works,
Baxot Street, Birmingham, 4.
Hertfordshire Rubber Co., Ltd., Works Road,
Letchworth, Herts
Hills (Patents) Ltd., Atalanta Works, London
Road, Staines, Middiesex,
Imperial Chemical Industries, Ltd., I.C. House,
Millbank, London, S.W.I.
Intslok, Ltd., Redfern Road, Tyseley, Birmingham,
1. 11. Karobes, Ltd., Unitas House, Queensway, Leamington Spa.
Lace Web Spring Co., Ltd., Cross Street, Sandiacre, near Nottinsham.
M. G. Plastics, Ltd., 19 Mincing Lane, Blackburn, Lancashre. Lancashire.
Mory and Co., Ltd., 88, Leadenhall Street, London.
E.C. 3 Pinchin, Johnson and Co., 4, Carlton Gardens, London, S.W.I.

Pyrene Co., Ltd., 9, Grosvenor Gardens, London, S.W.1 Rally-Klad, Ltd. 62 Albion Street, Glasgow, C.1. Regency Covers, Ltd., Salhouse Road, Norwich, Norfolk. Silent Channel Co , Ltd., Ferrars Road, Hunting-don Stient Channel Co. Ltd., Perrars Road, Huntingdon
Smith, A. T. (Tottenbem), Ltd., 157, High Road,
Tottenbam, London, N.15.
Tempered Spring Co. Ltd., P.O. Box 17, Warren
Street Shemield, 4,
Thornlev and Knight, Ltd., Bordesley Green Road,
Birmingham 9,
(Tip.n), D. J. Ltd. 85, Piccadilly, London, W.I.
Titanine, Ltd., Sheaveshill Avenue, Colindale,
London, R.W.9.
Triplet Safety Glass Co., Ltd., 1, Albemarie Street,
London, R.W.9.
Triplet Safety Glass Co., Ltd., 1, Albemarie Street,
London, W. Ltd., 203, Harrow Road, Wembley,
Middleckts, Ltd., 503, Harrow Road, Wembley,
Middleckts, Ltd., 503, Harrow Road, Wembley,
Middleckts, Ltd., 295, Sherlock Street, Birmingham, 5.
Wardle, Bernard (Everflex), Ltd., Peblig Mill,
Caernaryon, N. Waies,
Weathershields Ltd., 147-169, Bishop Street,
Birmingham, 5
Weilt Manuformous Co., Ltd., Adelaide Street,
Haifatz, Yorkshire,
Witcht, Chas, Ltd., Churchway, Edgware, Middlesex,
Wright, Chas, Ltd., Churchway, Edgware, Middlesex,
Eell-Em, Ltd., Wrn Grove, Preston Old Road, Zeil-Em. Ltd., Wren Grove, Preston Old Road,

BRAKE and CLUTCH LININGS

BRAKE LININGS Among the friction materials seen here may be noted the Duron disc brake pads, shown for the first time. There are also Newton cushion clutch plates with moulded Duron linings

BRITISH BELTING

Besides Mintex disc brake pads, brake shoe and clutch linings, there are Lockheed, Girling, Borg and Beck exchange units, and decelerometers and pressometers for brake testing.

CAPE ASBESTOS This company makes bodywork plastics as well as brake and clutch linings

CRESSWELLS A special exhibit of Chekko friction materials concerns the XL.3 fade-resistant linings. There are also pressed clutch rings finished to close limits, and Girling replacement brake

Besides all the friction materials, there is an exceptionally interesting exhibit consisting of all the British car disc brakes—Dunlop, Gir-ling and Lockheed—which can be studied side by side. There is also a demonstration of the Tapley brake testing meter



Duron disc brake pads (Brake Linings

MORGAN CROSSLEY The linings exhibited here are of the Tenoid brand.

RAYBESTOS All friction materials, including those of sintered metal, are seen, with Borg and Beck clutch replacements and Girlino and Lockheed shoes with Raybestos linings.

SMALL AND PARKES linings and replacement units for Borg and Beck, Lockheed and Girling components. The sintered metal friction materials shown are for use in automatic transmission systems.

Brake and clutch linings for all makes and models of cars are exhibited.

TRANSPORT BRAKES All the different versions of asbestos friction materials, with and without metallic interweaves.

Top-Dog linings, Lockhee's replacement shoes and Borg and Beck spares.

Brake Linings, Ltd., Bridge Street, Buxton, Derbyshire (319)
British Beltine and Asbestos, Ltd., Scandinavis, Cleeckneston, Yorkshire (262)
Mill., Cleeckneston, Yorkshire (262)
All Cleeckneston, Cleeckneston, Condon, W.1 (266)
Cresswell's Asbestos Co., Ltd., Wellington Mills, P.O. Box No. 50, Bradford, Yorkshire (342)
Ferodo, Ltd., Chapel-en-le-Frith, via Stockport (297)
Morgan, Crossley and Co., Ltd., Tenoid Works, Mancliester, 10 (250)
Morgan, Crossley and Co., Ltd., Tenoid Works, Mancliester, 10 (250)
Small and Parkes, Ltd., Hendham Vale Works, Harpurhey, Manchester, 9 (265)
Telamite, Ltd., Bentham, Nr, Lancaster (417)
Transport Brakes, Ltd., Bath Road, Brisilington, Bristol, 4 (422)
Trist, Hubert H.P. and Co., Ltd., Top Dog Works, Brisilington, Bristol, 4 (595)

Components for the Industry

Angus, George (389). All fluid scaling scals for the industry, including some of silicone rubbers and of P.T.F.E. Bellowfram models are new-they have combined bellows and diaphragms, Anti-Attrition (217). Castings and machine parts in bronzes and light alloys, tool balancers and magnetic fuel tank filler caps. Armso (6). Hydraulic and fuel pipe fittings. Beans Industries (432). Various forgings and castings.

Bearings and Accessories (439). Steering and

suspension components.

Birkett, Billington and Newton (8). Non-ferrous castings, machined parts, bronze tubes and rods.

Birmingham Aluma.ium Casting (1903), Ltd. (264). Light alloys, including corrosion resistant

Bound Brook Bearings (338). Porous sintered bearings and other self-lubricating types, including Polystip and P.T.F.E.

Bramber Engineering (266). Laminated and coil steel suspension springs and also Spencer Moulton Flexitor rubber-bushed suspensions for trailer and supplications.

caravan applications.

Brown Bayley Steels (339). Stainless and alloy steels for manufacturers.

Castings, Ltd. (312). Components for the

istry. ie Alloy Steel (415). One of the basic

suppliers.

Commercial Ignition (379). Complete range of ignition components including many for replacement work; electric motors for car windows and

hoods; plastic mouldings. Cooper and Co. (Birmingham). Ltd. (228). Dense Cooper and C., (Birmingiam). Ltd. (228). Dense felts for polishing and for machine mountings. Dartmouth Auto Castings (257). Iron castings for manufacturers, cylinder heads and blocks, gear boxes, breke drums and discs, clutch plates, water pumps, and all the castings used in cars. Dualloys (279). Bearings and bearing metals, including shells.

cluding shells, Ewarts (377). Pressed work, tubes, pipes and

filters.

Firth, Thos, and John Brown (285). All kinds of iron, steel, light alloy and other materials and components, also nimonic and titanium alloys; forgings and presswork: components for steering and transmission.

Forgings and Presswork (397). Basic components for the industry, Goodyear, W., and Sons (237). A companion company of the tyre group. Hall and Hall (229). Jointing materials, including oil cylinder head gaskets, oil seals, rubber and synthetic mouldings and extrusions.

oil cylinder head gaskets, oil seals, rubber and synthetic mouldings and extrusions. Harrison and Co. (Linco n) (274). Castings in Black Heart malleable iron. Hoyt Metal Co. (232). Bearings, and soldering

of components.

Hughes-Johnson Stampings (426). Drop forgings from ferrous and light metals.

Huan, R. J. (495). Cylinder heads, blocks and other fire iron eastern.

fine iron castings.

W. G. (282). Principal products: valves

Jones, G. E. (446). Filters for fuel and oil, and

pumps.
Kenilworth Manufacturing (322). Hermetite
jointing components and the new polyester deep
filler for bedywork. Special engineers' and
chemists' paints, and hydraulic and shock
absorber oils. Ley's Malleable Castings (287). Parts in Black Heart malleable iron and Lepaz pearlitic malle-

able iron,
Lindley (326). Turned nuts and bolts to normal
and special specifications.

London Aluminium (323). Components, including some made from super purity polished

aluminium.

Maglen (255). Ignition and other electrical parts

Manganese Bronze and Brass (394). Porous and oil-retaining bearings. Midland Motor Cylinder (299), Engine castings in chromidium and other special alloys. Newton, L. H. (308). Such turned components as nuts and bolts. Drop and electric upset forgings. Payen (231). Joints, gaskets and oil seals, Perry Chain (283). Mostly timing chains. Phosphor Bronze Co. (396). Basic materials and components.

components.

Pioneer Oilsealing and Moulding (329). Among seals are some of silicone rubbers.

Projectile and Engineering Co. (263). Chassis frames, pressings and forgings.

Qualcust (250). Engine and chassis iron castings and die castings.
Regent Axie (450). Major transmission parts.
Regeot (442). This big Australian company makes a great range of replacement parts, some of which are standard in cars assembled "down under." Small tools and specialized reconditioning equipment are shown.
Ripaults (248). A big manufacturer of auto-electric cables, wiring harness and other electrical details.

details. Rist's Wires and Cables (325). All kinds of lighting and ignition cables, coils, condensers and other ignition components and electrical sundries

used in wiring. Rival Lamps (357). Manufacturers of the lamp bulbs of cars.
Ross, Courtney (240). Electrical parts and piping

systems. Scintilla (424). Magnetos and workshop drills. Simms (246). Diesel injection equipment, com-mercial vehicle lighting.

Simms (246). Diesel injection equipment, commercial vehicle lighting.

Smith's Stampings (216). Steel drop forgings.

Steiner (371). Engine parts, transmission and other chassis components, water pumps, gears and other parts.

Sterling Metals (260). Various car castings in iron and light alloy. Magnesium castings, including sumps for D-type Jaguars, are shown.

Super Oil Seals and Gaskets (292). The sealing components implied by the title.

Tempered Spring Co. (334). Many components, but principally springs.

Terry (420). Makers of coil springs of all kinds, especially valve springs.

Triplex Foundry (271). Exhibiting for the first time at the London Show.

Warne Wright and Rewland (349). Turned work, including nuts and bolts.

Charles Weston (414). Seals for cars.

Whiteley (Rishworth), Ltd. (444). Steering gear, as well as other gears, suspension parts, castings and water pumps.

Wood Auto Supplies (320). Electrical com-

as well as other geans, suspension parties, cardinard water pumps.

Wood Auto Supplies (320). Electrical components, including armatures for dynamos, starters and screen wipers.

Zine Alloy Rustproofing (56). The Sheardizing process for rust-proofing pressed and rolled metal.

FINANCE COMPANIES

FINANCE COMPANIES

Bowmaker, Ltd. 29-50, St. James's Street, London.
S.W.1 (\$2)

British Wagon Co., Ltd., 15, Grosvenor Crescent,
London, S.W.I. (175)

Equity Credit Co., Ltd., 24, Berkeley Square, London, W.1 (2)
Lombank, Ltd., Lombard House, 10, Fell Road,
Croydon, Surrey (185)

Lombard Scotland, Ltd., 10, Pell Road, Croydon,
Surrey (1)

Mercantile Credit Co., Ltd., Argyll House, 246-250. Surrey (1)
Mercantile Credit Co., Ltd., Argyll House, 246-250,
Regent Street, London, W.1 (177)
Midland Counties Motor Finance Co., Ltd., Mappin
Buildings, Norfolk Street, Sheffield, 1 (69)
Roadways Transport Development, 7, Chesterfield
Gardens, London, W.1 (179) Rootes Acceptances, Ltd., Ladbroke Hall, Barlby Road, London, W.10 (9)

Road, London, W.10 (9) Scottish Midland Guarantee Trust, Ltd., 42-43, Drumsheugh Gardens, Edinburgh, 3 (181)

United Dominions Trust, Ltd., United Dominions House, Eastcheap, London, E.C.4 (85)

INSURANCE COMPANIES

INSURANCE COMPANIES

Car and General Insurance Corporation, Ltd., 83.

Pail Mail, London, 8. W. 1 (77)
General Accident Fire and Life Assurance Corporations of the Corporation of the C

FACTORS TO THE MOTOR TRADE Bennett, Walt. (Spare Parts), Ltd., Bradnor Road. Wythenshawe, Manchester (275) Brown Brothers, Ltd., 22-54, Great Eastern Street, London, E.C.2 (254)
Cadisch, R., and Sons, 5-6, Red Lion Square, London, W.C.1 (480)
County Electrical Services, Ltd., 39-45, Chapel Street, Luton, Bedfordshire (410) and Delancey Street, Luton, Bedfordshire (410) and Delancey Street, Cunden Town, London, N.W.1 (385)
Edmunds, Walker and Co., Ltd., The Broadway, West Hendon, London, N.W.9 (370)
Express Electrical Services, Ltd., 13, Charlotte Street, Park Street, Bristol (551)
Hartley, J. W., (Motor Trade), Ltd., Old Grange Road, Brimingham, 11 (288)
Holmes, Godfrey, Ltd., 85, Woodbridge Road, Guildford, Surrey (272)
Kerry's (Great Britain), Ltd., Warton Road, Lomdon, E.15 (256)
Thompsom and Brown Brothers, Ltd., 22-54, Great Eastern Street, London, E.C.2 (495)
Universal Ball Bearing Repair and Manufacturing Co., 111-115, Hammersmith, London, W.6 (401)



ALTHOUGH more firms have introduced winter tyres, and the majority show family car tyres with increased tread grip, the tyre news at this year's Show is the recent spurt in carcase and tread design for the really fast cars—the problem-children of the tyre maker. Improvements in rayon cords have brought this fabric level again with nylon, which had jumped ahead.

Avon 206

THIS COMPANY produces three main types of normal tyres—the H.M. in two varieties, the Centre Grip and the Ribbed, the latter designed for silent running; and the Winter Safety, which is an all-purpose cover having deep knife slots and shoulder lugs to give grip in spow or mud

snow or mud.

The Turbospeed sports tyre is designed for high-speed work where road holding and heat resistance are at a premium. As an example of their quality, they are

specified by Aston Martin.
Introduced this year is the all-duty
Waymaster, which has deep lugs on the
shoulders and two main centre grooves.
The bands of the tread are separated by
wide slots, and the tyre should have good
self-cleaning properties, with traction on
ice or greasy roads.

Avon India Rubber Co., Ltd., Bath Road, Melksham, Wiltshire.

Bergougnan 210

HAVING A tread pattern similar to that exhibited last year, the Bergougnan Silent Comfort is a low-pressure tyre in four or six-ply rating. It is made in both tubed and tubeless versions, with plain or white public problem.

A tough, off-the-road cover is seen in the six-ply R.Q.E. model, which is recommended for use on cross-country vehicles where its deep tread can supplement four-wheel-drive in difficult conditions.

Bergougnan Tyre Co., Ltd., 95-100, White Lion Street, London, N.1.

John Bull 212

THIS TYRE has a reputation for good wearing qualities, and has a simple tread pattern. The Envoy is a type seen for the first time. The company manufactures rubber crossgrips which are useful in an emergency, do not rattle and are easy to fit. Also shown are varieties of



Goodyear introduce the Captive-Air tyre with nylon carcase and built-in "inner inner tube," a precaution against sudden bursts and deflations

radiator hoses, fan belts, mats, repair outfits, reflectors and many vehicle components formed in rubber. Petrol and oil-resisting hose is to be seen on this stand.

John Bull Rubber Co., Ltd., Evington Valley Mills, Leicester,

Davies 205

INTRODUCED last year, the Davies Commando is a dual-purpose tyre with a deep patterned tread and sturdy sidewall buttresses. It can operate efficiently on dry or wet roads, as well as provide good grip in winter conditions; it is available with or without an inner tube. Also displayed is the Passenger cover, which has a simple tread pattern with six main grooves and seven bands. Knife-edge slots give a wiping effect on wet road surfaces.

Davies Tyre Co., Ltd., Davies Works, The Hyde, London, N.W.9.

Dunlop

204

THE GOLD SEAL Dunlop tyre is a standard cover, available in all sizes; it transmits a minimum of road noise and has excellent wet weather properties. The small knife-edge cuts in the tread are effective in wiping the road surface when braking hard or cornering. A nylon-cased version is available, which is claimed to have extra resistance against heat generated by continuous high-speed running, and against damage caused by water entering cuts. The Show centrepiece is a tyre designed for Rolls-Royce.

A new Road Speed cover designated the R.S.4 was introduced earlier this year, and is seen for the first time at Earls Court. The tread pattern is not unlike that of the Gold Seal tyre. The R.S.4, with suitable pressures, can be used for speeds well over 100 m. a.

speeds well over 100 m.p.h.
Other designs are the all-purpose
Weathermaster, which is useful in winter
conditions on snow and ice, but which
also can be used on normal roads. The
R.K.3 cover has a more rugged tread and
the Trakgrip, as its name implies, is a
purely cross-country tyre.

Dunlop Rubber Co., Ltd., Fort Dunlop, Erdington, Birmingham, 24.

Firestone

208

ONE OF THE first of the compromise types of covers to be introduced was the Firestone Town and Country. It has a good reputation for grip in adverse conditions; the surface of the deeply cut zig-zag tread is pierced with a multitude of tiny holes which add to its road-holding qualities on icebound and wet roads. A general purpose tyre is shown, designated the De Luxe. Like the Town and Country, this can be supplied with or without an inner tube and with black or white sidewalls.

New are three nylon-cased tyres. The 500 has the familiar Firestone cable patterned tread which gives sideways as well as longitudinal grip. With experience gained in many years' racing at Indianapolis, it is not surprising to see this company produce two sports car tyres; both have nylon cord carcases. The Super Sports tyre is claimed to be suitable for speeds up to 170 m.p.h.

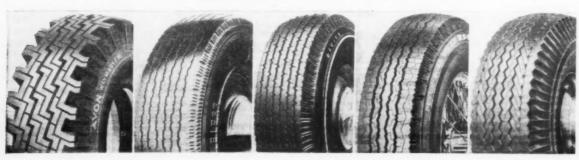
There are rubber-bonded engine mountings, and bellows for air suspensions.

Firestone Tyre & Rubber Co., Ltd., Great West
Road, Brentford.

Goodyear 2

A GREAT range of tyres is shown on this stand; the most interesting is the new 3-T Captive-Air type, which has two separate air compartments inflated by separate valves. The outer chamber has a special valve in the side wall of the tyre, and the safety shield, as it is described, has a nor-

Left to right: Avon's new winter tyre, the Waymaster; British Bergougnan's plain tread, with stop notches; another plain tread, that of Davies; Dunlop's Road Speed RS4; and the Nylon 500 introduced by Firestone





Get special protection with Mobiloil Special

As you face the hazards of winter motoring, it's good to know that your engine, at least, is perfectly safe, perfectly protected with Mobiloil Special. Ordinary oils get sluggish when the mercury drops . . . but Mobiloil Special keeps its fast-flowing action in all weathers, reaches every vital part.

Here's what else Mobiloil Special does for you:

- * Holds mechanical and corrosive wear to a minimum
- * Checks power-robbing deposits in new engines
- * Reduces combustion chamber deposits in older engines
- * Helps control engine knock, pre-ignition, spark-plug fouling
- * Improves combustion
- * Saves money on repairs, petrol, oil

TO KEEP YOUR WHOLE CAR WINTER-PROOF:

Protect the chassis with

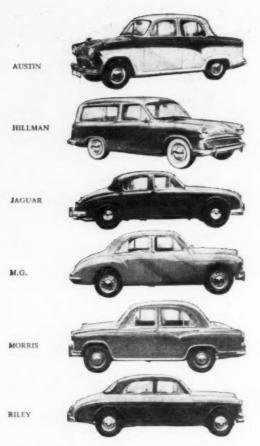
Protect the cooling system with

Mobilubrication

Mobil Permazone

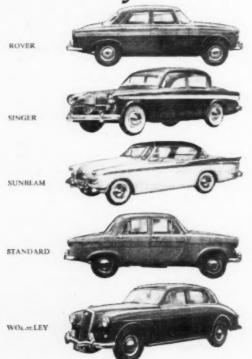


means more miles for your £



All these cars

have bodywork by Pressed Steel



Pressed Steel Company Limited produce bodywork for four out of ten British cars coming on to the road today. Austin, Hillman, Jaguar, Morris, Morris Commercial, M.G., Riley, Rolls-Royce, Rover, Singer, Standard, Sunbeam, Wolseley—all these cars have bodywork by Pressed Steel. Pressed Steel, an all-British company, are the largest independent manufacturers of car bodies in Europe.

PRESSED STEEL COMPANY LIMITED COWLEY · OXFORD

Makers of Britain's first production all-steel car body in 1926, suppliers to the motor industry ever since. Manufacturers also of Prestcold refrigerators, rolling stock and pressings of all types.





Goodyear's new Ultra Grip has a tread roughened by pin-holing; Henley S.G. Super Cushion; redesigned tread of the India Super; the new Pirelli Cintura for high speed; and a winter tyre of North British, the U.S. Royal Traction Grip

TYRES . . .

mal type valve in the wheel rim. In the event of a puncture in the outer casing, which has a pre-stretched nylon carcase, the load can be supported by the built-in inner tube, which avoids the danger of sudden deflation of the whole tyre.

Another new tyre by this large manu-facturer is the Ultra-Grip; this has a nylon cord casing and a tough, prominent tread with a deep pattern. There are narrow slots for road surface wiping under load. Supporting these newcomers are the Goodyear Eagle, which is a top quality nylon-cased tyre, and the Goodyear Allweather cover, with nylon or rayon con-struction. Both these covers have what is termed a self-adjusting tread which adapts itself to load and road conditions. Also on the stand are fan belts, radiator hose, repair kits and the like.

Goodyear Tyre & Rubber Co. (G.B.), Ltd., Bushbury, Wolverhampton.

Henley's 203

THE S.G. range of tyres seen on this stand has a fairly widely spaced tread pattern, which should provide silent runpattern, which should provide silent running. The central ribbed section has off-set blocks set at each side, with two wide, plain outer strips. The side-wall pattern is deep, to give good road contact when required. These tyres are made in all conventional sizes.

Henley's Tyre & Rubber Co., Ltd., Melksham, Wiltshire.

201 India

BUILT FOR many years at Inchinnan, near Glasgow, India tyres have a wellestablished name for quality. Seen for the first time is the new India Super Tyre; it has a seven-band tread with a central, diamond-shaped rib and inter-

central, diamond-snaped rib and inter-connecting knife-edge cuts.

Supporting the Super is the Super Multigrip, which is another compromise tyre and specifically designed for rear wheel wear only, where on the great majority of modern cars the lesser half of the weight distribution lies. India Super Winter Type is a cover to fit when snow and icy conditions are most frequent.

India Tyre & Rubber Co., Ltd., India House, Kingsbury, London, N.W.9

Michelin

MICHELIN are now able to supply their steel case X tyre in sizes to suit any modern car; hitherto owners of cars with 13in wheels had not been able to obtain these. X covers are available also for 14in and 15in wheels in 5.00 and 6.40 sizes, so that all popular cars are catered for. The X affords a choice of two tread patterns; one is the Rib tread, which has four deep grooves running round the cover, and the other, the famous Stop tread, has three zig-zag pattern grooves with a multitude of tiny cuts on either side which open out under pressure and

Also shown is the Allgrip—as its name implies, an all-weather cover with four rows of arrowhead shaped blocks. These are staggered to give a continuous contact with the road and a minimum of tyre noise at speed,

Michelin claim that their tubeless SDS cover can be fitted without the need for special tools, as the beads are widely spaced and the walls very supple. These can be obtained as whitewalls.

Michelin Tyre Co., Ltd., 81, Fulham Road, London, S.W.3.

North British

THIS COMPANY is associated with the United States Rubber Company, one of the largest producers of tyres in America. Marketed under the name of U.S. Royal the products include the Traction Grip, an all-weather tyre which has an unusual and in that the huttersees are directly tread, in that the buttresses are directly connected to the outer grooves of the tread. This should help self-cleaning when

driving in mud or snow.

The U.S. Royal 8 has been on the market for four years, and has a wide, flat tread for use with low pressures. The U.S. Royal De Luxe is intended for standard pressures and has continuous tread grooves.

North British Rubber Co., Ltd., Castle Mills, Edinburgh, 3.

Parsons Chain 220

PIONEER of non-skid tyre chains, this company can show sizes and patterns to fit all cars. The overall chains are intended for severe winter conditions when traction is at a minimum. They are made of ex-tremely tough, rust-proofed steel and have bars welded to the links to take the wear. Parsons' sets of Emergency Grips are a useful standby, and can be quickly fitted to the wheels. With either chains or grips, it is essential to see that there is sufficient room between the wing and tyre with the wheel at "full bump."

Other exhibits include tow chains, rope and chain slings, control cables and push pull controls such as operate carburettor

Parsons Chain Co., Ltd., Worcester Road, Stour-port-on-Severn, Worcs.

Pirelli 202

THIS IS a tyre which has a good reputa-tion in Italy, where cars are often driven faster, harder and in higher temperatures than in most other countries. New to the stand this year is the Cintura, which is

soon to be produced at the company's fac-tory at Burton-upon-Trent. The Cintura has a rayon cord belt under the tread and around the carcase. The effect is to con-trol any possible distortion of the cover caused by centrifugal force at high speed. The tread has two main series of deep, linked blocks, one on each side of a central rib; the edge of the walls is rounded and a transverse saw-tooth pattern gives contact with the road when cornering. Because of the special contours of the Cin-





Michelin SDS (top). Below: A "winter" tyre a: a retread on any worn carcase (Tyresoles)

tura, a special inner tube is required, and there will be no tubeless versions. The Pirelli Speed is designed for sports

cars, and would be suitable for the larger and faster saloons on the market today, many of which can reach 100 m.p.h.

A normal cover is the 337 Extraflex, which can be supplied in tubeless form, and the Dual-Purpose tyre which is now available for 13in wheels.

Pirelli, Lid., 343-345, Euston Road, London,
N.W. 1

Tyresoles

SPECIALISTS IN retreading, the firm are pioneers in this particular side of tyre reclamation. On an undamaged casing, a new tread is built up which is of good quality. Most types of tread for normal use are produced, including a winter type, the new Weathersole, and the more expensive Wyresole, which has built-in steel coils making contact with the road. Tyresoles, Ltd., Palace of Engineering, Wembley, Middlesex.





With its new faum hood and maroon paintwork, the external appearance of the Healey is both smart and attractive. Doors and the hood are a good fit, and there are few draughts

POR some motorists—usually enthusiasts—the reason for buying a car from the second-hand market is not necessarily one of cost, so much as to obtain a specialist, individual car, of which production has run out. Such a car is this Healey, powered by the four-cylinder 2]-litre Riley engine, and featuring a neat convertible body by Abbott. As a used car it still has—at a price—a great deal to offer, and continues to be an attractive vehicle for which there is a keen following. Unfortunately, not all of the salient characteristics of the model are still to be discerned in this example, though the car's body condition reveals very little deterioration.

A complete respray in maroon has just been carried out, and apart from one or two small dents in the aluminium panelling the bodywork is excellent. Mild rust and scratching mars the bumpers, but other parts of the chromium are in good condition, and the general effect of the exterior is impressive. This is partly owed to the fitting of a new hood of beige p.v.c. material which, incidentally, is well sealed, and is so easy to raise or lower that it is scarcely necessary to get out of the car to do so.

In both front and rear compartments the carpets are fairly new, and there is evidence that the leather of the seats and door trim has been treated with one of the proprietary dressings. Again the general effect, also in maroon, is extremely good; and the additional credit of clean and unmarked wood on the facia and window surrounds adds up to a commendably good all-round appearance for a six-year-old car. Excessive sag of the driving seat, such that drivers of average height need to sit on a cushion to see out of the car, is the only detracting feature.

It was typical of the efficient Riley power unit—with its side camshafts, short pushrods and hemispherical combustion chambers—that the engine always started first time, the choke was never needed during the mild weather of the test, and that there was no tendency to stall during the warming-up period. From little more than tickover to well above 4,000 r.p.m. it pulls strongly and gives the car a fair turn of speed. Unfortunately the speedometer has stuck at just over 100 m.p.h., and now starts its readings from there, so it was not possible to carry out the usual acceleration tests which in the normal way (on used car tests) are measured against the car's speedometer after correction. Nevertheless, 3,400 r.p.m. in top gear (equivalent to 70 m.p.h.) may be reached quickly, and although the maximum was not investigated, the Healey's speed potential should extend to a true 100 m.p.h. The time taken for the standing quarter mile was within two seconds of that for the model when tested new.

Pulling hard, the engine causes a fair amount of vibration, but the level of mechanical noise is low even at high revs. As a result of leakage from the silencer there is more exhaust noise than there should be. A slight gear whine is audible in bottom, though the other ratios are quiet. The central change is pleasant to use, and the ratios of the gear box—also by Riley—are well chosen for optimum performance. The synchromesh is still effective on the three upper ratios.

Two respects in which the car's behaviour is below par are the steering, which has become heavy and lacks precision, and the brakes, which require very heavy pressures and do not have the power necessary to match the available performance. The hand brake has scarcely any effect at all.

Deficiencies in the steering control are compensated to some extent by very good directional stability and the reassuring behaviour of the car in fast cornering. The suspension is very firm, and this gives rise to many squeaks and rattles from the

1052 HEALEY ABBOTT CONVERTIBLE

Basic price new	£1,670	0	0	
Total price new	£2,599	0	0	
Price secondhand	£545	0	0	
Acceleration (see text)				
Standing quarter mile	20.9			
Petrol consumption	20-26	m.p	·K-	
Oil consumption	2,000 m.p.g.			
Mileometer reading	1	0.7	47	
Date first registered	March, 1952			

Provided for test by Swanmore Garage, Ltd., 1176-1180, Christchurch Road, Boscombe, Bournemouth. Telephone: Southbourne 43344-5.

coachbuilt body on rough surfaces. There are coil springs and trailing links all round, with a solid axle at the rear; the dampers are effective still, and there is no pitching or wheel bounce.

There is no clue to the total mileage which the car has covered All that can be said is that it must, of course, be considerably higher than the figure recorded above.

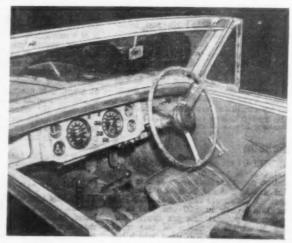
A windscreen washer, of which the jets need tightening and adjusting, two wing mirrors, an effective but noisy recirculatory heater, and a Lucas "flamethrower" spot lamp are the accessories on the Healey. This last item is out of action, and when the car was received for test one rear lamp was not working and the head lamps were in need of adjustment. The right trafficator is broken and the hand throttle is not working.

All of the tyres are well worn, but it is understood that two new ones are to be provided before sale. A jack and wheelbrack comprise the toolkit, and there is a starting handle.

In a sporting car of this sort, most of the effects of a limited degree of wear can be tolerated without hardship, particularly where only noise is concerned. Lack of precision in the controls of the car, however, is a different problem, and attention to the brakes and steering is essential if the high speed ability of the Healey is to be enjoyed. Most owners would also need to re-upholster the driving seat and raise it an inch or two.

At the beginning of this report it was mentioned that the car has a lot to offer at a certain price. The figure quoted—£545—certainly seems high for this sort of vehicle. But it is only fair to point out that in relation to the cost when the car was new this represents an extremely favourable rate of depreciation—over £300 a year.

At some time there has been a radio in the facia above the steering column, but this has now been removed, and the hole is covered by painted cardboard. Among the minor controls are a switch for the 13-gallon petrol reserve, a hand throttle (not functioning), and an ignition retard knob



No better liner
was ever
fitted to a
brake shoe

At the MOTOR SHOW see

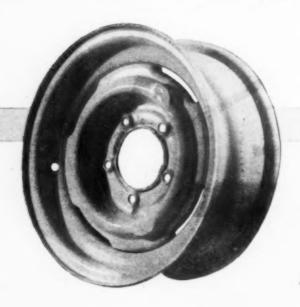
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and Girling Exchange Shoe Schemes. These, together with
Mintex lined Borg & Beck Clutch Plates and Mintex Fan Belts,
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"Speaking Frankly..."

CONTINENTAL COMMENT AT EARLS COURT

By Robert Braunschweig

THEY say that this is the time of styling in motor cars; apparently the motorist of today takes all the important things for granted (he will find out later that they are important) and is said to make his or her selection on the basis of shape and colour. Is this really true? I may be short-sighted, but I thought that I had seen many of this year's cars twelve months ago, although perhaps with a slimmer heading here and a lower fin there.

with a slimmer beading here and a lower fin there.

True—there are several really new bodies. The Austin A.40, for example, is a lovely palate teaser for the multi-course banquet which some of the world's most famous "Cordons Bleus" are said to prepare. The Rover Three-Litre is sufficiently different to make you suspect that it hides machinery of even more outstanding refinement. Although the Austin Healey Sprite is new in a statistical sense, it would be quite wrong to say that it owes nothing to a predecessor.



That Italian taste is full of restraint when at its best is again proved by the Touring-sculptured Aston Martin DB4, whose graceful perfection makes it very unobtrusive in blatant surroundings. I cannot be expected to comment on the new Bristol 406 coupé, since it obviously forms the answer to the former Swiss design.

Quite a number of Continental coachwork novelties have not been shown before at Earls Court. There is the curiously bespectacled DAF 600, the Common Market-styled N.S.U. Prince in its sports version, the Alfa Romeo 2000, which looks even more "Common Market" (although the other way round), and the "personalized" (you can pick your own bits and pieces) Simca P-60. The Fiat 1200 roof line follows the fashionable "Japanese tea house" version of the good old knife-edge style, and the contrasting Opel Kapitän somehow makes me think of a Record gone off his diet.

Pinin Farina's gentleman's hansom cab fitted to Ferrari's

domesticated stable of wild horses, called GT250, will remain a Stella Polaris, but the low price of one of this year's attractively bodied new models will undoubtedly play havoc with the budgets of numerous families; I am referring, of course, to that little masterpiece by "an Italian group," the Renault Floride.

So the Americans are even more stylingconscious than Britons and Continentals, we hear. I should be at a loss what to do about a public which falls in love with Chrysler's rear fins in 1957, but promptly forsakes them twelve months later, when it suddenly discovers the charms of an old Rambler body which a rare measure of foresight led the American Motors Corporation to reintroduce at the right moment. This year General Motors have a different answer—they use brutal shock tactics, with a line of bodies which make their dream cars of yore look like discarded pre-Kinsey designs. I should not readily buy one of these low, wide, vicious-looking palaces, nor should I dream of purchasing Niagara Falls, but I cannot deny that I am full of admiration for both.

The trouble with styling is, of course, that you sacrifice your money and your comfort for the other chap's sake—the one who will look at your car, when you drive past him and make him happy. Once you are up to the futility of the thing, you will ruefully return to the old English concept of comfort before looks. Do not the Peugeot 403 and Rolls-Royce's standard saloon prove that you can combine both? You must be prepared to accept some degree of compromise; if you cannot easily look over the top of a car, its lines will never really seduce you, but if you can, you will never be really comfortable when getting into it, sitting in it or trying to leave it.

That does not mean that indifferent or dated styling is always synonymous with comfortable interior, although there are examples on the Solihull-Stuttgart axis which seem to subscribe to this theory. However, I have seen too many seat squabs placed just at that angle which both gives you a pain in the neck and prevents you from seeing the wing tips; rear seat cushions allowing for the sheerest two-point contact, with subsequent high specific pressures on the surfaces concerned; and rear seats—they are worse than the front ones generally—placed so low on the floor that you can rest your head—for which there is not enough room anyhow—on your knees quite easily.

Most of these things can be prevented. Take a look at the front seat of the new Humber Super Snipe with its adjustable squab, for instance, or the Citroen D.S.19 rear seat—but with the French trim. True—it looks less like a piece of furniture from an Edwardian library, but what do you care after 400 miles?

All makers seem to use for their body design dummies which they call by their Christian names, but I do not always feel in harmony with Oscar, Peter and Paul. Good visibility means for me that I should be able to see the tips of my wings and the tips of the mountains yonder, and the motor cyclist who tries to take cover in the projection of my windscreen pillar when he hurls himself at my car.

And is it really unfair if I make the wipers work in order to find out how much I can see when it rains? That is all the surface you can look through when it snows, you know. Screen sprays can, of course, be very useful, and I particularly like the ones which are coupled with the wiper and which are controlled by a foot switch.

When it comes to the question of finish, I do not bother so much about the actual shine, but try to imagine how the car will look after having been used for transport purposes by the

" Take a look at the . . . Citroen D.S.19 . . ."





"Speaking Frankly..."

"... these low, wide, vicious-looking palaces ..."
are by Buick

adult members of the family and as a playground by the children for several years. Will the upholstery crease? Can you lower the central armrest without overstretching the material? How many times can you remove the carpets without destroying the clips? Will the cabinet work form blisters, and are the trays lined with that sort of felt which, after a few months, reminds you of the billiards room in a pub?

Since you are not entitled to a high standard of endurance in these things which call for manual work unless you spend well over £2,000, I prefer pressed steel or plastic panels, rubber coverings and PVC materials to second-class leather and woodwork. In present conditions it would be unfair to expect a high degree of surface finish on parts which are not normally seen, such as the edge of the doors near the hinges or the bulkhead; with the reluctance of present-day motorists to open the bonnet it becomes less and less necessary to treat your engine as if you wanted to show it off at Earls Court under a glass case. Anyhow, there is always one at the show just to prove that the firm has not forgotten how to do it.

When I inspect things like this I always try to find out how much use has been made of soundproofing. You find it on the oddest spots, from glass fibre under the Citroen bonnet to the tarry sheath of the Giulietta block, not to speak of practically all the floors of all the cars in chassisless construction—that is to say, the vast majority. Have you noticed, by the way, that the noises you hear when riding in a car are quite different from those you hear when it passes you on the road?

Before we stop considering body interiors, we shall have to discuss the luggage problem seriously. For small cars I cannot think of anything better than two ideas to be found in the new Austin A.40 and the Fiat 1100. Both have a saloon body with a folding rear squab. With the Austin I like the airy interior coming from a large-windowed rear wall, set back nearly flush with the boot door. The Fiat has the added convenience of a spare wheel which does not get into the way, and of a flat rear side of the squab which folds flush with the boot floor and thus gives an uninterrupted platform. Both cars prove that even small cars can provide a large amount of usable luggage space.

The spare wheel is, of course, one of those things which can bring a designer to desperation, since it must not occupy valuable space, shall be accessible even when the luggage container is filled to capacity, and should not get in the way of the petrol tank either. We must put up with this enormity, since punctures can and do occur even today. So far I have never found a better arrangement than the housing of the spare tyre in the hollow of the rear wing fin of the Simca Vedette, which is coupled to a U.S.-sized luggage container.

Provided that the petrol tank can be made leak-proof and that the fuel gauge is above getting out of order, rear quarter architecture is less of a problem when the tank is placed across the car immediately behind the rear seat, as in the case of the M.G. Magnette saloon and others.

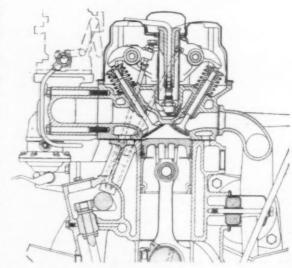
If there is no rear axle to limit the designer's freedom, you get deep-welled trunks such as the Citroen D.S. and I.D.19. Front-wheel drive can result in better luggage space at the rear, although this is only valid in conjunction with trailing link rear suspension. This brings up the question of orthodox propeller shafts against front-wheel drive or rear engines.

It is high time to do a bit of debunking; enough cars of all three varieties have been designed and produced to show that it is possible to succeed or fail either way. The smaller the car, the more you should do without a propeller shaft, of course; but apart from that there are so many tricks available to the seasoned.

designer that he can make a front-wheel drive car oversteer, and a rear-engined car have rather heavy steering.

On top of this, it is now agreed that some people can make good cars of one of these three kinds, but not of the others. When driving them, you will not notice what kind you have got anyhow, except under exceptional circumstances.

Even the safety angle is not so very important, since the wrongly designed car can always collide with your carefully chosen engineering marvel. Therefore the safety layout of body interiors is much more than a fad. Dished steefing wheels à la B.M.C. and others, padded instrument boards (don't test the padding with your hand, since it should withstand the impact of your body), sun vizors which you can crush as in the Dyna



Humber Super Snipe engine . . . " good example of a successful compromise."

". . . spare tyre in the hollow of the rear wing fin . . . " of a Simca Vedette



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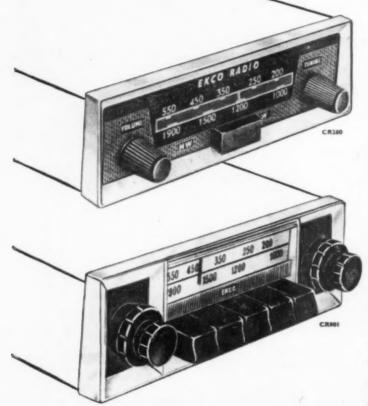


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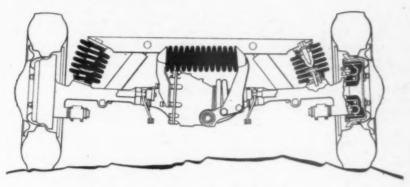
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". . . positively engaged Laycock overdrive . . ." on a Jaguar 3.4

"Speaking Frankly..."

Panhard, and the absence of knobs, levers and switches which may turn into murderous weapons when people are flung around in the car's interior—these are things to watch for. If you carry pieces of luggage within the car, look for a way to fasten them. Not every car has the luxurious belts of the Facel Vega, but a famous motor manufacturer was killed when he overturned his car and was hit in the temple by a suitcase which lay on the rear seat.

Since a Show is not an engine test room, you have to rely on literature when you want to find out about power. Getting a sufficient number of horses is no problem nowadays, but it is not easy to do it both cheaply and silently. Fancy valve and combustion chamber arrangements are available only to firms large enough to splurge in automation, and you cannot get hotter carburettor and inlet pipery equipment than some of the optional power packs of American engines. The latest Humber Super Snipe Six with its one camshaft down, inclined valves up arrangement is a good example of a successful compromise. Twin o.h.c. engines can be made to run with acceptable silence, as the last year's Lagonda proved (there isn't one this year, but perhaps we shall see an even more silent one at the next Show).

There are others, however—and even recent ones—which develop too much mechanical noise per brake horse power; the Alfas are not quiet, but the MGA Twin Cam seems to beat them, in this respect at least.

That engine design is now stable can be seen from the never decreasing value of old adages which say that the cheapest way to get a powerful, smooth and silent four is to make it a six cylinder, and in order to hot up an engine which does not have enough steam, you should increase its cubic capacity by 50 per cent and see that it is geared right.

Petrol injection may turn out to be a possibility. It you do not mind the £150 increase in the initial price, you can drive in

Paris with a 220 SE with full throttle, and use hardly more petrol than the Simca Aronde taxi driver whom you leave standing. I should like to see the Lucas injection set getting into production, and the Americans have found out that you can rush things too much.

Getting down to earth again, we have to take a stand about transmissions. If the larger part of your mileage is in town, if driving is a must to you, and if even during holidays and on the Continent you drive in a restrained fashion, you should go as fully automatic as the make of your choice provides. You will definitely consume more fuel, but you will feel more relaxed. I am glad to see that in more cases than ever before you can hold the gear of your choice even with the Borg Warner transmission, which makes it quite acceptable even to prejudiced gear change fans.

A most original novelty is the "Rushmatic" device fitted optionally to the larger Simcas. Although first and second are controlled in the old way by foot and hand, you have the choice of a third to fourth change either the Borg Warner overdrive way (kick down or lift your foot) or a change at preset speeds, although the unit is the well-known Laycock overdrive.

The three-speed gear box seems on its way out; with the speed range of modern cars, three ratios do not give the possibility of starting anywhere with a full load, climbing hills rapidly, accelerating to a high cruising speed and maintaining this with the engine running at modest r.p.m. Even four-speed gear boxes are often spaced so that they resemble five-speed transmissions devoid of one of the intermediate ratios. For conventional transmissions the fully synchronized four-speed box completed by the positively engaged Laycock overdrive is very hard to beat.

Up to very recently the intermediate gears had to play an important secondary role in restraining speed downhill; now the disc brake has changed the situation. Late examples of British cars fitted with discs could be driven down the most hazardous Alpine passes with a braking security never before attained. The only drum brake capable of holding its own against disc brakes seems to be the Alfa type.

At this Show the Dunlop four wheel disc brake is shown on a continental chassis for the first time, and nobody would be surprised if this was only a beginning. It will now become imperative that the "brake" horse power can be transmitted completely to the road surface, and one awaits the Maxaret antiskid device with impatience, as this will increase braking efficiency considerably.

There is still much room for progress in tyre design, but the best tyre cannot transmit power if it is not made to stay in close contact with the road surface. Great strides have been made in front wheel suspensions; provided the most highly stressed parts are properly magnafluxed and the shock absorber fixings splined (it is not easy to check this point at a show, I agree) I should trust most of them.





"The only drum brake capable of holding its own against disc brakes (left) seems to be the Alfa type . . ." (right)

"Speaking Frankly ... "

Rear suspensions are more difficult, though this is not so apparent on the smooth surface of English roads. On the Continent, we find that the increase of driving thrust of the wheels is not met by a comparable increase in suspension qualities. The problem does not present itself so much with rear-engined or front-wheel drive cars, but none of those—with the exception of the Porsche range, perhaps—boasts a particularly favourable power to weight ratio.

Deterioration of rear wheel adhesion was most noticeable in the case of the Morris Minor, which lost more and more of its impeccable rear end behaviour with the increase of its engine power. Another example of this interdependency is shown by the rear suspension arrangement of the Peugeot 403, which is perfectly in keeping with the performance, whereas the Volvo Amazon S, with its high power output, cannot claim the same rear end steadiness, although its basically similar rear suspension has been much altered.

I hesitate to say that a divided rear axle is an absolute must, but a wide rear track of at least 4ft 4in, preferably more, definitely is. I know that there is little scope for pneumatic suspension on English roads, but on the Continent no other solution provides a comparable degree of passenger comfort.

I must admit to two idiosyncrasies. First of all, I am not

satisfied if the battery is not placed very accessibly under the bonnet. Only a short time ago I met an Englishman trying to restart his car in front of the Château de Fontainebleau. The engine refused to run, not because the battery, hidden away under the rear seat and well exposed to moisture and dirt, was completely dry (admirably enough, this did not prevent it from functioning again), but because its terminals were very corroded; everyone had looked at the engine, but nobody had thought of the battery.

I will be more lenient as far as dip sticks are concerned, although the game of finding the hole is apt to get stale after the first fifteen minutes.

The second point which I want to bring home is the position of dimming switches. I do not care where they are placed, provided you can get at them quickly and get away from them again. I have just had this proved conclusively in a very fast car which is a little crammed for left foot comfort. A situation arose where I had to use, in as short an interval as possible, both the dim-

ming switch and the clutch pedal. To my dismay, I found that my foot jammed before I could apply either of them, and it proved to be hard to free it; I should not like to go through those movements again.

All this shows that, despite the glamour of new colour schemes and beauty of engineering advance, one should not forget the small things, even when looking at new cars in the Show. You never can tell if they may not become decisive one day.

Cars Do Have Feelings!

E are the proud possessors of a post-vintage thoroughbred car—a 1938 2300 Alfa-Romeo Pescara B saloon. During the latter years of its life it has proceeded sedately almost all over Europe, even behind the curtain as far as Berlin, never willingly exceeding 90 k.p.h. (56 m.p.h.). It has been cherished, polished, cossetted, and much admired.

polished, cossetted, and much admired.

When we eventually came temporarily to rest in a rather remote Norfolk village it became very much the centre of attraction. The local milkman obligingly left his van out in the lane every night so that the Alfa could be garaged in the manner to which it has not always been accustomed. The local garage owner gave up

much of his spare time to righting any small faults it might develop, and, when it was parked in the village street, there were usually one or two people admiring its undeniable graceful lines.

All this rather went to its head and it became slightly capricious in the form of slow punctures, loss of power when passing other vehicles, and total failure of the windscreen wipers on wet days. Even the beautiful long straight Norfolk road failed to tempt it beyond its usual speed, and it sometimes looked positively smug when parked among the newer cars in the local town.

Nemesis, however, arrived one day when a friend visited us for the weekend.

He arrived driving a brand new Superleggera 3.5 Maserati, long, sleek, and dangerously fast despite the "In Rodaggio" printed on the rear window.

gio" printed on the rear window.

The Alfa rumbled out of her garage, snorted and stalled. It may have been imagination or the strong sunlight, but the Italian racing red appeared to have a slightly greenish tinge. Half the village was standing in an admiring group round the new arrival.

My husband and his friend departed for Snetterton to see if it was possible to try out the Maserati round the track there. I arranged to meet them later in a town 10 miles away for lunch. I allowed the usual half-hour for the journey and as I climbed into the Alfa I thought the long sloping bonnet had a slightly sulky look. We started off firing on about two

We started off firing on about two cylinders, but on reaching the main road which runs straight for almost 10 miles through the forest, the old car suddenly started to purr very sweetly indeed. It was only when we passed a Jaguar which was not exactly dawdling that I glanced at the speedometer. It was registering 120 k.p.h. (75 m.p.h.).

Well, we did that journey in just over 10 minutes; it usually takes about 25. My husband would not believe it, but on the return journey, with five minutes start, we were only a few hundred yards from home when the Maserati roared past. Honour was satisfied.

But the Alfa did not really look its usual

But the Alfa did not really look its usual complacent self until the following day. We were visiting the same hotel, and my husband remarked to a friend, "You should have been here yesterday—there was a brand new Maserati parked outside." A stranger standing nearby joined in and said "There were a lot of interesting cars here yesterday; I even saw an Alfa-Romeo—now that really was a car."

When we went out to the car park the old car had an undeniably rakish look about it, but not once on the way home would it exceed its usual steady speed by so much as a fraction. Who says cars have no feelings?

ALISON PITCAIRN-CAMPBELL.

IN A QUARTER OF A CENTURY prices and values have, of course, changed considerably. It is interesting to compare this estimated cost, in 1923, of £6,000,000 with the cost of the motorway which is now being built. The St. Albans by-pass alone will come out at £6,000,000; and the entire motorway, excluding the numerous accessories, totals rather more than £21,000,000. The width of 50ft mentioned compares unfavourably with the motorway standards of two 36ft carriageways

THE AUTOCAR, March 9th, 1923.

LONDON-BIRMINGHAM MOTOR ROAD.

Special Powers Required. Should Private Enterprise in Speedway Construction be Encouraged?

T is announced that a private enterprise is on foot for the construction, at a cost of over £6,000,000, of a concrete motor road, fifty feet wide, from London to Birmingham. The Ministry of Transport states that the project is still very much he air, and that as yet no definite proposals have been put forward. It is suggested that only self-propelled vehicles should be permitted to use the new road, and that a toll should be charged for the right to travel along it.

In the past many suggestions for special automobile toads have been put forward, but apparently the difficulties that have been encountered have proved insurmountable. We are inclined to think that the projected London-Birmingham road will be no exception to the rule.

The building of special roads for motor traffic may conceivably have been worthy of serious consideration in days gone by, when the motor vehicle was rarely seen, and was merely regarded as something of a trespasser on the public roads. The development of automobilism has put a different complexion on the matter, and to day we are being heavily taxed in order that the ordinary highways of the country may be rendered suitable for the needs of the community.

If, in due time, our contributions to the Road Fund do not result in adequate highways, the remedy will not, we think, be the building of roads by private enterprise, but a re-organisation of the Government Department responsible for the administration of the Fund and a drastic elimination of those road surveyors whose methods are not founded on the teachings of modern experience.

To put the matter in a nutshell, we are entitled for the money we spend upon the roads to have good and sufficient highways owned by the State. We shall be surprised if this is not the attitude adopted by the House of Commons, should the acheme for the projected road be put forward in the form of a private Bill. Some such action would be necessary, in view of the special powers that would be required by the promoters to enable them to carry their automobile track across railways and public roads.

a new ROVER

This—the 3 litre—is an entirely new Rover. Longer, lower, wider, it handles with delightful delicacy. Comfort and all-round vision are outstanding, and the performance reflects a very satisfying specification.



. . and the 60, 75, 90 and 105 are all improved

These four famous Rovers are now improved both in appearance and in technical specification. Prices: 2 litre 60: £1,349.17.0d., 75: £1,478.17.0d., 90: £1,538.17.0d., 105: £1,628.17.0d. All the above prices are inclusive of purchase tax. Restrained two-tone colour schemes are available at extra cost on all Rover models.

THE ROVER COMPANY LIMITED, SOLIHULL, WARWICKSHIRE AND DEVONSHIRE HOUSE, LONDON W.1





fits the tyre with the Self-Adjusting Tread

THE NEW PRISEY - with its economy, speed and stamina - Is big news with motorists everywhere. And here's extra good news - you can enjoy Frisky performance with Goodyear safety and reliability. For the Goodyear De Luxe All-Weather - the tyre with the famous Self-Adjusting Tread - has been chosen as original equipment for this exciting new small car.





You must see this!

The NEW Lake & Elliot SIDE LIFT/BUMPER JACK

This jack will lift a weight of 2 tons quickly and with ease and it can be used on any make of car fitted with slots for side lift or on cars designed for bumper lift. The jack has a lift of 17 inches and only weighs 16 lb.



361 MOTOR SHOW SPECIFICATION Closed height 2

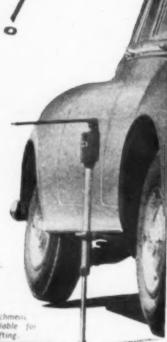
Power lift 17°
Extended height 45½°
Handle length 14°

Weight filled (less handle) 16 lb. approx.

Handle weight 1 lb. Capacity 2 ton

OBTAINABLE FROM ALL GARAGES







'Bostik' is a registered trademark of B. B. CHEMICAL CO. LTD., ULVERSCROFT ROAD, LEICESTER.

The owner of a

JAGUAR XK 150

... knows the full exhilaration of owning a car

honoured by racing enthusiasts throughout the world. In this latest

addition to the XK marque, performance is matched by the superb efficiency of disc brakes, and driving is rendered yet safer by a padded leather driving panel.

Whilst retaining all the potent characteristics of its predecessors, subtle changes of design*



The Leather Institute, Leather Trade House, Barter Street, London W.C.1

Opperman Stirling 1959 MODELS

GREAT variety of engineering components, some for the automobile and aircraft industry, are manufactured by S. E. Opperman, Ltd., Stirling Corner, Boreham Wood, Hertfordshire, who embarked on car production with the Model T Unicar two years ago. This economical two-seater saloon with 328 c.c. Excelsior engine at the rear cells for under \$6400 including purchase sells for under £400, including purchase tax, and continues unchanged, but an additional model, named the Stirling, has been introduced.

This is an entirely new design by Laurence Bond with longer wheelbase (6in greater than the Model T), and with track—equal front and rear—of 4ft. Although the same basic Excelsior twincylinder, two-stroke engine is used, it has been re-designed with stiffer crankshaft and new cylinder and head castings, the capacity being increased to 424 c.c.; power output is 25 b.h.p. at 5,000 r.p.m.—an increase of 7 b.h.p. over the smaller unit. Particular attention has been paid to obtaining an attractive appearance not an easy matter with a small saloonand this has been achieved without sacri-ficing space for front-seat occupants, while still providing sufficient room behind the front seats for two children or for luggage; overall height is 4ft Zin.

Glass-fibre reinforced polyester resin is used for the entire structure, except where it is strengthened at important pla steel. There are two main mouldings— a lower, punt-shaped platform to which all mechanical components are attached, and an upper moulding which extends from front to rear and includes the roof and pillars. These two mouldings meet on a plane parallel with the ground midon a plane parallel with the ground mid-way between the waistline and the floor, and they are bonded together to form a single unit. The lower moulding has a large central tunnel which, extending from the nose to a bulkhead in front of the rear-mounted engine, serves both as a load-carrying member and as a duct to direct cooling air to the engine. Along the sides of this moulding, box-section mem-bers are stiffened with sheet steel, and there is also reinforcing of the wheel arches. A fabricated structure of steel tubes and channels between the rear-wheel arches provides mounting points for the engine and transmission unit, and there is similar strengthening at the front for suspension and steering mountings. Exterior body shapes have been chosen to increase the rigidity of the structure;



The new Stirling has a neat and sporting appearance. Two glass-fibre mouldings are joined at the continuous line along the sides and ends of the car. A further illus tration appears on page 600

examples are the flared wheel arches and the rib along the crown of each rear wing. A full-width tray under the scuttle, which will accommodate some luggage, serves also to stiffen the front of the body

Short wishbones and Armstrong coil spring-damper units are used for the front suspension, and the worm-and-nut steer-ing gear has a three-piece track rod. The fuel tank is mounted above and behind the engine, and fuel supply is by a water-proofed S.U. electric pump. This is mounted on the left side of the engine with the 12-volt battery on the right. A four-speed and reverse gear box, with central, floor-mounted quadrant change, is behind the engine, and final drive is by a roller chain to a chassis-mounted sprocket and spur gear differential. Rear suspen-sion is by coil spring-damper units and swing axles, each half axle having an inboard universal joint, and driving and braking thrust is taken through a single trailing arm at each side; the half axles, therefore, constitute part of the rear suspension. The cushion and squab of the rear seat can be removed for access detachable panels through which the engine-transmission unit can be reached. Below the steeply raked rear window is a

deep tray for soft luggage. Girling hydraulic brakes are fitted, and clutch operation is by cable. The hand-brake is mounted between the separate front seats, which fold and tip for access to the rear. Instruments consist of speedometer, ammeter and fuel gauge, and a panel on the central tunnel contains switches for starter, lights and wiper. There is a steering-column lever for the flashing indicators and horn. The tear window is large, being a toughened glass moulding identical with the windscreen. Both doors have winding windows, and the roof is lined with fabric, over sponge rubber lin thick. The manufacturers claim a maximum speed of 70 m.p.h., and fuel consumption of 55 to 60 m.p.g. for this new model, which costs £360 basic, and £541 7s including U.K. P.T.

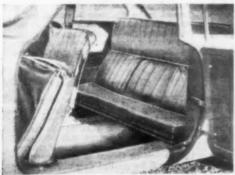
SPECIFICATION

ENGINE: No. of cylinders, 2 in line (transverse); bore and stroke, 64 x 66 mm (2.1\text{IE} x 2.60\text{in}); displacement, 424 c.c. (25.87 cu in); valve position, ported two-stroke; compression ratio 8 to 1; max. b.h.p., 45 at 5,500 r.p.m.; carburettor, Zenith downdraught; fuel pump, S.U. electric; tank capacity, 4½ imp. gallons (20.2 litres); cooling system, air-cooled; battery, 12 volt, 22 amp hr.

TRANSMISSION: clutch, multi-plate; gear box, four forward speeds, central quadrant change; overall ratios, Top 5.25, 3rd 7.25, 2nd 10.4, 1st 17.2, reverse 18.8 to 1 Final drive, roller chain and differential.

CHASSIS: brakes, Girling hydraulic; drum dia. and shoe width 7 x 1 lin; suspension, front, coil spring and wishbones; rear, coil spring and swing axies; dampers, Armstrong telescopic; wheels, disc, bolt-on; tyre size, 4.40-12in; steering, Burman worm and nut.

DIMENSIONS: Whoelbase, 6ft 6in (198 cm); track 4ft (121.9 cm); overall length, 10ft 9in (322.7 cm); overall width, 4ft 1fin (149.9 cm); overall height, 4ft 2in (127 cm); ground clearance, 6in (15.2 cm); turning circle, 32ft (9.75 m); dry weight, 6 cwt (407 kg).



Left: There is a wide rear seat for children, and behind it are detachable panels for access to the engine and battery. Right: Rear-hinged doors, often criticized from the safety aspect, give easy access to the separate front seats; between the seats are the hand-brake and gear change quadrant





0-100-0 Proved

TO substantiate Aston Martin's claim that the new DB4 would accelerate from rest to 100 m.p.h. and brake to a standstill in 30 seconds, six consecutive runs were made at the MIRA proving ground at Lindley on 2 October, and the official results were as follows:

Test 1, 27.4 sec; 2, 26.2 sec; 3, 27.8 sec; 4, 27.2 sec; 5, 27.4 sec; 6, 27.4 sec; mean, 27.2 sec.

The most impressive feature of these

The most impressive feature of these figures is the fact that the test runs were carried out at intervals of one minute, showing that the brakes can survive frequently repeated maximum applications at high speed without any deterioration in their efficiency. The DB4 has Dunlop disc brakes all round, with Ferodo friction pads. These tests were made with the additional weight of an official observer on board.

Renault-Alfa Romeo Agreement

To avoid the very high tariffs on imported cars, an agreement has been made between Renault of France and Alfa Romeo of Italy, for the manufacture of their products under licence. Alfa Romeo will confine their activities under the agreement to manufacture and sale of the Dauphine, but Renault will assemble and partly manufacture the whole of the Alfa Romeo range of cars. The agree-ment is described as being "for industrial and commercial operation within the scope of the Common Market." Alfa Romeo will also undertake other Renault manufacturing work for which this Milan firm is particularly qualified.

Beauty Queens at the Wheel

STIRLING MOSS is the judge in an unusual contest for the title of "Driving Princess" which is being run in conjunction with the Motor Show. The competitors are girls who have won a beauty contest and have held a clean driving licence for at least a year, and their driving ability at the wheel of an NSU Prince is being judged by Moss.

Earls Court Catering

A TTENTION has been drawn to some inaccuracies in the S.M.M.T. information on the Earls Court catering arrangements, published in *The Autocar* last week. The charge for tea in the South Restaurant is 3s 6d (not 2s 6d). The Grill Room is serving lunch only, but will be open until 4 p.m.; and the Alpine Tavern on the lower ground floor is operating as a full à la carte restaurant, and is serving in addition a table d'hote dinner in the evening. There is no Bentley's Oyster Bar this year.

B.M.C.-a Record

AT an eve-of-Show British Motor Cor-poration luncheon Mr. George W. Harriman, Managing Director, mentioned some significant figures for production and earnings. He announced that, for the

EVE-OF-SHOW DINNER

PRIDE in the achievements of the motor I industry was the keynote of speeches at the annual eve-of-show dinner of the Society of Motor Manufacturers and Traders at Grosvenor House, London, on Tuesday.

Mr. Reay Geddes, President of the Society, said the motor industry took pride and hope in the position of sterling today; pride because they believed that the in dustry's exports, and particularly dollar earnings, had played their part; and hope that, with luck, the Government would now be able to do a bit less of what emergency compelled and a bit more of what, in the long run, the country would like to do.

To the Minister of Transport one of two remarks about roads had been directed at previous dinners—some sharp, some and all understatements they could warmly acknowledge the start he had made; the pace of motorway construction at last was showing to the world what the British contractor and his equipment could do. Many friends of Britain in overseas markets understood highway construction, and saw in it the mark of a

country which was young at heart.

Discussing points made in a booklet
"Progress and the Motor Industry" published by the Society, Mr. Geddes said
other countries had come to terms with the motor car, seeing in it something useful and desirable, stimulating those who wanted one as well as those who had one. As a country, were we not in a bit of a muddle, and in danger of staying Victorian? How did we regard the car?

As a goose, laying her golden eggs of

sport earnings?

As a milch-cow-a source of revenue?

As a mich-cow—a source of revenuer As a canary in a gilded cage—something of a luxury for the few?

As a peacock, because it was well displayed in a small number of modern showrooms for foreign buyers to see?

As a camel, whose back could always

bear another straw if anything went wrong in any part of the economy? Worst of all, as a cuckoo in the nest—

were not the roads good enough, and the railways busy before the car came?

Given the great progress in housing, in the spread of household appliances and in social services, was not a car, naturally and as a matter of course, the next step in the standard of living, asked Mr. Geddes. Was there today a sharper line Geddes. Was there today a sharper line than that which divided the one family which did, from the three families which could not, run a car? Here lay an aim of social policy which the Government could well define.

Mr. Reginald Maudling, Paymaster-General, also spoke, and thanks to the President were expressed by Mr. F. I. Connolly.

Connolly.

Next Week LONDON SHOW REVIEW

. containing a critical appraisal of car, caravan and coachwork exhibits, and a detailed technical analysis of design trends.

- Progress in car radio.
- First of a series of articles on Grand Prix Formula I cars.
- Around the equipment and tool stands.
- Road Test: Humber Super Snipe.
- French cars on trial.

 Advanced Driving Tech-
- niques, Part I.

 News, The Sport and other regular features.

first time, the Corporation's sports car factory at Abingdon had topped the 1,000-cars-in-a-week figure last week—the actual total was 1,037 M.G.s and Austin Healeys, of which 97 per cent

were for export.

Mr. Harriman also stated that it was estimated that the motor industry would carn £510m this year, and that the figures

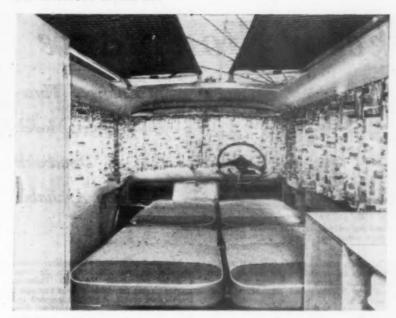
for car sales in America would be \$76m; the Chancellor of the Exchequer would the Chancellor of the Exchequer would receive £100m in purchase tax. This led him to recall that in 1938 there were 17 cars to the mile of our roads; now the figure was 37, or one every 48 yards. He would like to see some relief from purchase tax in the next Budget, particularly that on commercial vehicles, and he felt that bigger and better roads were much needed.

Watkinson at Austin

DURING his visit to the Austin Motor Company at Longbridge on 6 October, Mr. Harold Watkinson performed the official opening ceremony of a new £350,000 Engineering Centre. It is claimed to be the most advanced building of its kind in the Midlands. It has facilities for the co-ordination of production planning, tool design, works engineering electronic design, and development electronic design and development and many other services.

Glasgow Ban Starts

NEXT Monday, Glasgow's ban on parking will come into force in the central area of the city. Some 5,000 vehicles which now park in the central square mile of Glasgow will be forced to find alternative space. It is likely that the success or failure of this unpopular more will be guided earfully by other move will be studied carefully by other municipal authorities.



THE TWO upper 6ft berths in this Bedford Dormobile caravan are reached by folding steps (see "Four-berth Dormobile" below)

Still on Top

BRITISH exports of cars to the United D States were again higher than those of any other country in the first seven months of this year. Of the total import months of this year. Of the total import figure of 237,120, Britain sent 86,907. Nearest rival was Germany at 76,421. Last year the order for the first seven months was reversed: Germany, 54,247; Britain, 50,514; but by the end of the year Britain had caught up and become the leading exporter of cars to the U.S.

Luxembourg Tourist Office

DELGIUM House, 167, Regent Street, London, W.1, is to be the new home of the Luxembourg National Tourist Office. The telephone number is Regent 0215. Hotel, restaurant and camping lists are included in a wide range of available information on Luxembourg, and colour films with English commentaries may be obtained on loan.

Safety Suggestions

A MONG some irrational suggestions for road safety at the National Safety Congress, in Bridlington last week, were graded licences for drivers of different ages and standards of competence; trainages and standards of competence; raming in road behaviour for motoring offenders; a proposal that convicted drivers should be sent to hospitals and mortuaries to look at road accident casualties; a 50 m.p.h. speed limit on all roads not already restricted; and free travel on the light approach to discourage use of cars. public transport to discourage use of cars

in cities.

There were also some intelligent and sensible comments at the Conference. Mr. Granville Berry, City Engineer of Coventry, said that modern street lighting was the biggest, cheapest and quickest way to accident reduction per mile of road.

Mr. Innes Ware, York City Coroner said that the most frequent cause of fatal accidents on the great traffic arteries was the stationary vehicle. Time after time there was clear evidence that the vehicle been properly lighted, but had

stopped at a stupid place . . . and the vehicle coming from the rear had been driven long and fast, and the driver had reached the stage where he could not distinguish the slow-moving vehicle from the stationary one. Mr. J. W. P. Blenkin, Chief Constable of the East Riding, pleaded for fewer confusing signs by the roadside and, instead, for more directions to be painted on the road surface.

Four-Berth Dormobile

A FOUR-BERTH version of the Bed-A ford Dormobile caravan by Martin Walter is now available. Travelling accommodation for six people and their luggage can be converted by arranging the seats to form one double or two single beds and, in addition, two folding beds can be fixed in position 5ft above floor level. As on the two-berth model, a glass fibre root, hinged at one side, may be lifted to increase headroom to 6ft 11in. The opposite wall of this extension is closed by a striped, waterproof p.v.c. canvas structure. This head space is canvas structure. This head space is greater than on the two-berth model. Access to the upper bunks is by means of folding steps, which are stowed away when not in use. Standard fittings include a two-burner

WESTMINSTER

HOPES will run high at Westminster when Parliament assembles on Tues-day for the new session of Parliament day for the new session of Parlament— possibly the last before the General Election. Mr. Heathcoat Amory, the Chancellor of the Exchequer, is expected to announce during the debate on the Queen's Speech just how far he is pro-posing to release the economic brake which has applied over the past year. Mr. Amory is expected to review the 331 per cent deposit on car hire purchase, which is the only group of credit restrictions still remaining.

The survival of the roads programme (for which few had dared to hope) when the credit squeeze was imposed on public

gas cooker, six-gallon water tank, sink, mirror, folding table, wardrobe, and storage cupboards. Kerb weight of the four-berth version is 23½cwt, and the price is £775. This is £50 more than the two-berth model, and both are exempt from purchase tax.

Electronics in Chryslers

TWO electronics in Chrysters

Two electronic devices for cars have
been announced by the Chrysler
corporation and will be offered on all
their 1959 models. First is an electronically actuated rear mirror which dips automatically when bright light from behind
the vehicle strikes a photoelectric cell.
Second is a device which automatically
dips the head lamps, in response to the
lights of an approaching car or the tail
lights of a car in front. lights of a car in front.

Exit Two Americans

HEXIT IWO Americans

HENCEFORTH the American Motors
Corporation is marketing its products
only under the name of Rambler, and the
Hudson and Nash lines, which were
identical with the Rambler except in
name, have been discontinued. Sales of
the Rambler in this country are now
entirely under the control of Nash Concessionaires, Ltd., Nash Street, London,
W.1, to whom all enquiries should be
addressed.

R.A.C. Group Membership

TTENTION is drawn to the Royal A TTENTION is drawn to the Royal Automobile Club's acheme for group membership at reduced subscription rates. It provides all the usual facilities of membership, and is open to any named group of at least 12 motorists. It applies to cars run by firms and organizations as well as by their employees. Full details well as by their employees. Full details may be obtained from the R.A.C. Asso-ciate Section, 85, Pall Mall, London,

Van for Volkswage:

LAST-MINUTE decision has been A made to include the Tramper caravan on the Thomson stand (No. 54). The Tramper is a 10ft four-berth van weigh-ing approximately 8cwt, and is considered specially suitable for towing by the Volkswagen. Its design was inspired by the German distributors of Thomson vans, and the tubular chassis with independent suspension is imported from Germany. It has Volkswagen wheels.

At present it is intended to produce this caravan exclusively for the export market, but it may be decided to make it available in Britain. The price is expected to be in the region of £220.

COMMENTARY

investment showed that at last the Government has begun to appreciate the seriousness of road congestion in Britain. With some tangible results now to be seen where the constructors are busy, Mr. Watkinson has a convincing case for a rapid acceleration in his plans, offering as they do the prospect of helping the employment figures over a wide area of the country, not to mention the real financial savings which modern roads will

bring to the country automatically.

Mr. Watkinson may be expected to announce shortly the final plans for the testing of 10-year-old vehicles under the 1956 Road Traffic Act. The starting date may well be 1 January.



0-100-0 Proved

To substantiate Aston Martin's claim that the new DB4 would accelerate from rest to 100 m.p.h. and brake to a standstill in 30 seconds, six consecutive runs were made at the MIRA proving ground at Lindley on 2 October, and the official results were as follows: official results were as follows:

Test 1, 27.4 sec; 2, 26.2 sec; 3, 2 sec; 4, 27.2 sec; 5, 27.4 sec; 6, 27.4

The most impressive feature of these figures is the fact that the test runs were carried out at intervals of one minute, showing that the brakes can survive freshowing that the brakes can survive frequently repeated maximum applications at high speed without any deterioration in their efficiency. The DB4 has Dunlop disc brakes all round, with Ferodo friction pads. These tests were made with the additional weight of an official observer on bearing. observer on board.

Renault-Alfa Romeo Agreement

To avoid the very high tariffs on im-T ported cars, an agreement has been made between Renault of France and Alfa Romeo of Italy, for the manufacture of their products under licence. Alfa Romeo will confine their activities under the agreement to manufacture and sale of the Dauphine, but Renault will assemble and partly manufacture the whole of the Alfa Romeo range of cars. The agree-ment is described as being "for industrial and commercial operation within scope of the Common Market." Alfa Romeo will also undertake other Renault manufacturing work for which this Milan firm is particularly qualified.

Beauty Queens at the Wheel

STIRLING MOSS is the judge in an unusual contest for the title of "Driving Princess" which is being run in conjunction with the Motor Show. The competitors are girls who have won a beauty contest and have held a clean driver light light and their the state of their light and their light light light and their light li ing licence for at least a year, and their driving ability at the wheel of an NSU Prince is being judged by Moss.

Earls Court Catering

A TTENTION has been drawn to some inaccuracies in the S.M.M.T. information on the Earls Court catering arrangements, published in *The Autocar* last week. The charge for tea in the South Restaurant is 3s 6d (not 2s 6d). The Grill Room is serving lunch only, but will be open until 4 p.m.; and the Alpine Tavern on the lower ground floor is operating as a full à la carte restaurant, and is serving in addition a table d'hote dinner in the evening. There is no Bentley's Oyster evening. The Bar this year.

B.M.C.-a Record

A T an eve-of-Show British Motor Cor-poration luncheon Mr. George W. Harriman, Managing Director, mentioned some significant figures for production and earnings. He announced that, for the

EVE-OF-SHOW DINNER

PRIDE in the achievements of the motor I industry was the keynote of speeches at the annual eve-of-show dinner of the Society of Motor Manufacturers and Traders at Grosvenor House, London, on

Tuesday.

Mr. Reay Geddes, President of the Society, said the motor industry took pride and hope in the position of sterling today; pride because they believed that the in-dustry's exports, and particularly dollar earnings, had played their part; and hope that, with luck, the Government would now be able to do a bit less of what emergency compelled and a bit more of what, in the long run, the country would like to do.

like to do.

To the Minister of Transport one or two remarks about roads had been directed at previous dinners—some sharp, some blunt, and all understatements. Now they could warmly acknowledge the start he had made; the pace of motorway con-struction at last was showing to the world what the British contractor and his equip-ment could do. Many friends of Britain in overseas markets understood highway

overseas markets understood nignway construction, and saw in it the mark of a country which was young at heart.

Discussing points made in a booklet "Progress and the Motor Industry" published by the Society, Mr. Geddes said other countries had come to terms with the motor consequence in the come to terms. the motor car, seeing in it something useful and desirable, stimulating those who wanted one as well as those who had one. As a country, were we not in a bit of a muddle, and in danger of staying Victorian? How did we regard the car?

As a goose, laying her golden eggs of export earnings?

As a milch-cow-a source of revenue?

As a milch-cow—a source of revenuer As a canary in a gilded cage—something of a luxury for the few?

As a peacock, because it was well displayed in a small number of modern showrooms for foreign buyers to see?

As a camel, whose back could always bear another straw if anything went wrong

Worst of all, as a cuckoo in the nest—were not the roads good enough, and the railways busy before the car came?

Given the great progress in housing, in the spread of household appliances and in ne spread or nousehold appliances and in social services, was not a car, naturally and as a matter of course, the next step in the standard of living, asked Mr. Geddes. Was there today a sharper line in the standard of living, asked Mr. Geddes. Was there today a sharper line than that which divided the one family which did, from the three families which could not, run a car? Here lay an aim of social policy which the Government could well define.

Mr. Reginald Maudling, Paymaster-General, also spoke, and thanks to the President were expressed by Mr. F. I. Connolly.

Connolly.

Next Week LONDON SHOW REVIEW

. . containing a critical appraisal of car, caravan and coachwork exhibits, and a detailed technical analysis of design trends.

Progress in car radio.

- First of a series of articles on Grand Prix Formula 1 cars. Around the equipment and
- tool stands. Road Test: Humber Super
- Snipe. French cars on trial.
- Advanced Driving Techniques, Part I.
- News, The Sport and other regular features.

first time, the Corporation's sports car factory at Abingdon had topped the 1,000-cars-in-a-week figure last week—the actual total was 1,037 M.G.s and Austin Healeys, of which 97 per cent were for export.

Mr. Harriman also stated that it wa estimated that the motor industry would earn £510m this year, and that the figures

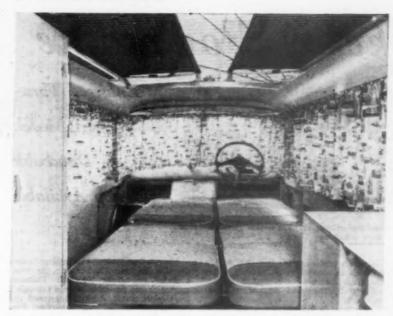
for car sales in America would be \$76m; the Chancellor of the Exchequer would receive £100m in purchase tax. This led him to recall that in 1938 there were 17 cars to the mile of our roads; now the figure was 37, or one every 48 yards. He would like to see some relief from purchase tax in the next Budget, particularly that on commercial vehicles, and he felt that bigger and better roads were much needed

Watkinson at Austin

DURING his visit to the Austin Motor D Company at Longbridge on 6 October, Mr. Harold Watkinson performed the official opening ceremony of a new (350,000 Engineering Control Version Control Versi £350,000 Engineering Centre. It is claimed to be the most advanced building of its kind in the Midlands. It has facilities for the co-ordination of produc-tion planning, tool design, works engineer-ing, electronic design and development and many other services.

Glasgow Ban Starts

NEXT Monday, Glasgow's ban on NEAT Monday, Glasgow's ban on parking will come into force in the central area of the city. Some 5,000 vehicles which now park in the central square mile of Glasgow will be forced to find alternative space. It is likely that the success or failure of this unpopular move will be studied carefully by other municipal authorities. municipal authorities.



THE TWO upper 6ft berths in this Bedford Dormobile caravan are reached by folding steps (see "Four-berth Dormobile" below)

Still on Top

BRITISH exports of cars to the United States were again higher than those of any other country in the first seven months of this year. Of the total import of any other country in the first seven months of this year. Of the total import figure of 237,120, Britain sent 86,907. Nearest rival was Germany at 76,421. Last year the order for the first seven months was reversed: Germany, 54,247; Britain, 50,514; but by the end of the year Britain had caught up and become the leading exporter of cars to the U.S.

Luxembourg Tourist Office

BELGIUM House, 167, Regent Street, London, W.1, is to be the new home of the Luxembourg National Tourist Office. The telephone number is Regent lists are included in a wide range of available information on Luxembourg, and colour films with English commentaries may be obtained on loan.

Safety Suggestions

A MONG some irrational suggestions for road safety at the National Safety Congress, in Bridlington last week, were graded licences for drivers of different ages and standards of competence; training in road behaviour for motoring offenders; a proposal that convicted offenders; a proposal that convicted drivers should be sent to hospitals and mortuaries to look at road accident casualties; a 50 m.p.h. speed limit on all roads not already restricted; and free travel on public transport to discourage use of cars

There were also some intelligent and sensible comments at the Conference. Mr. Granville Berry, City Engineer of Coventry, said that modern street lighting was the biggest, cheapest and quickest to accident reduction per mile of road.

Mr. Innes Ware, York City Coroner, said that the most frequent cause of fatal said that the most frequent cause of fatal accidents on the great traffic arteries was the stationary vehicle. Time after time there was clear evidence that the vehicle had been properly lighted, but had

stopped at a stupid place . . . and the vehicle coming from the rear had been driven long and fast, and the driver had reached the stage where he could not dis-tinguish the slow-moving vehicle from the stationary one. Mr. J. W. P. Blenkin, Chief Constable of the East Riding, pleaded for fewer confusing signs by the roadside and, instead, for more directions to be painted on the road

Four-Berth Dormobile

A FOUR-BERTH version of the Bedford Dormobile caravan by Martin Walter is now available. Travelling accommodation for six people and their luggage can be converted by arranging the seats to form one double or two single beds and, in addition, two folding beds can be fixed in position 5ft above floor level. As on the two-berth model, a glass fibre roof, hinged at one side, may glass abre root, hinged at one side, may be lifted to increase headroom to 6ft 1lin. The opposite wall of this extension is closed by a striped, waterproof p.v.c. canvas structure. This head space is greater than on the two-berth model. Access to the upper bunks is by means of folding steps, which are stowed away when not in use.

Standard fittings include a two-hurner.

Standard fittings include a two-burner

HOPES will run high at Westminster when Parliament assembles on Tuesday for the new session of Parliamentpossibly the last before the General Election. Mr. Heathcoat Amory, the Chancellor of the Exchequer, is expected to announce during the debate on the Queen's Speech just how far he is proposing to release the economic brake which has applied over the past year. Mr. Amory is expected to review the 331 per cent deposit on car hire purchase, which is the only group of credit restrictions still

The survival of the roads programme (for which few had dared to hope) when the credit squeeze was imposed on public gas cooker, six-gallon water tank, sink, mirror, folding table, wardrobe, and storage cupboards. Kerb weight of the four-berth version is 23½cwt, and the price is £775. This is £50 more than the two-berth model, and both are exempt from purchase tax.

Electronics in Chryslers

WO electronic devices for cars have been announced by the Chrysler corporation and will be offered on all their 1959 models. First is an electronically actuated rear mirror which dips automatically when bright light from behind matically when bright right from behind the vehicle strikes a photoelectric cell. Second is a device which automatically dips the head lamps, in response to the lights of an approaching car or the tail lights of a car in front.

Exit Two Americans

HENCEFORTH the American Motors Corporation is marketing its products only under the name of Rambler, and the Hudson and Nash lines, which were identical with the Rambler except in name, have been discontinued. Sales of the Rambler in this country are now entirely under the control of Nash Concessionaires, Ltd., Nash Street, London, W.1, to whom all enquiries should be addressed.

R.A.C. Group Membership

A TTENTION is drawn to the Royal Automobile Club's scheme for group membership at reduced subscription rates. membership at reduced subscription rates. It provides all the usual facilities of membership, and is open to any named group of at least 12 motorists. It applies to cars run by firms and organizations as well as by their employees. Full details may be obtained from the R.A.C. Associate Section, 85, Pall Mall, London,

Van for Volkswage:

LAST-MINUTE decision has been A made to include the Tramper caravan on the Thomson stand (No. 54). The Tramper is a 10ft four-berth van weighing approximately 8cwt, and is considered specially suitable for towing by the Volks-wagen. Its design was inspired by the German distributors of Thomson vans, and the tubular chassis with independent suspension is imported from Germany. It as Volkswagen wheels.
At present it is intended to produce this

caravan exclusively for the export market, but it may be decided to make it available in Britain. The price is expected to be in the region of £220.

WESTMINSTER COMMENTARY

investment showed that at last the Government has begun to appreciate the seriousness of road congestion in Britain. With some tangible results now to be seen where the constructors are busy, Mr. Watkinson has a convincing case for a rapid acceleration in his plans, offering as they do the prospect of helping the employment figures over a wide area of the country, not to mention the real financial savings which modern roads will

bring to the country automatically.

Mr. Watkinson may be expected to announce shortly the final plans for the testing of 10-year-old vehicles under the 1956 Road Traffic Act. The starting date may well be 1 January.

Enlarged Three-

Berkeley Foursome



g cylinder Sports Model: Detachable Hardtop Available

With hardtop and side-screens removed, it is transformed into an open car. The vertical spare wheel cover is secured by a single domed nut

N THIS country no manufacturer has encouraged the cult of the small two-stroke-engined sports car more than Rerkeley, who have met with sales success both at home and abroad with their two- and three-cylinder open two-seaters. Recently a hardtop version of this model has been added to the range. These di-minutive front-wheel-drive machines have a surprising performance for their engine size, but to meet the needs of those owners who require rather more body space than the other models in the Berkeley range give, the new Foursome

has now been introduced.

Extra room has been found by an in-crease of 8in in the wheelbase and 2in in the track, making it possible for a rear seat 35 in wide to be placed between the rear wheel arches. It is not claimed by the manufacturers that this gives full four-seater accommodation, but the extra seat is comfortably upholstered and suitable for two children, or even for adults for a short journey. An advantage of the a short journey. An advantage of the front-wheel drive layout is that the rear seat does not have to clear a normal axle, and on this new model space has been gained by lowering the attachment points of the pair of swinging wishbone-shaped rear suspension arms by 3½in. The combined coil spring-damper units for this rear suspension are carried outboard of the wheel arch diaphragms instead of inside, as on the smaller models.

A special feature of the Foursome is the detachable glass-fibre hardtop and the rigid-framed transparent plastic side windows which, when fitted, convert the open car into a saloon. A soft folding hood is supplied with the car, its supporting irons dropping into sockets in the panels beside the test seet. The hood can be seed. the rear seat. The hood can be stowed in a bag, to rest on the rear decking. The side windows, of course, can also be used

with this hood.

An interesting combination of glass fibre reinforced polyester resin, aluminium and steel is used in the construction. It comprises three mouldings—a floor section, to which are secured the separate sections for front and rear of the body.

The lower moulding has box-section side channels reinforced by aluminium plates and angles riveted to it, and is further stiffened by steel and aluminium crossmembers

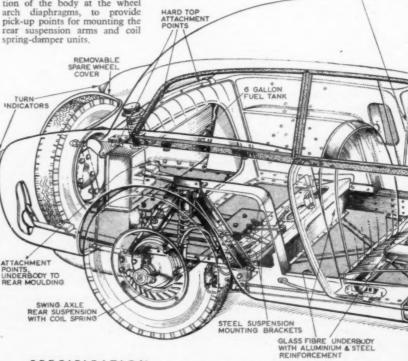
The front section of the body has an aluminium bulkhead behind the engine compartment, moulded into the glass-fibre. A steel superstructure integrated with this

moulding, provides mountings for engine, transmission, front suspension, steering and pedals. At the rear, steel stiffeners are built into both the floor moulding and the rear section of the body at the wheel diaphragms, to provide pick-up points for mounting the rear suspension arms and coil spring-damper units.

Mounted transversely on rubber bushes ahead of the front wheel centres, the three-cylinder two-stroke Excelsior Talisman Talisman engine drives the front wheels through a multi-plate clutch, Albion four-speed and reverse gear box and roller chain final drive

a differential and jointed half shafts. Front suspension is by unequal length wishbones, the combined coil spring-damper being above the upper wishbone. Seats are placed very low in the body

SLIDING WINDOW



SPECIFICATION

SPECIFICATION

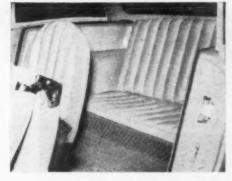
TRANSMISSION: clutch, 5.7% in dia. Albion multiplate; gear box, four speeds, central quadrant change; overall ratios, top 5.1, 3rd, 6.43, 2nd 9.15, 1st 15.1, reverse, 16.6; final drive, roller chain to front wheels, ratio 2.23 to 1.

CHASSIS: brakes, Girling hydraulic; drum dia, and shoe width, 7 x 1½in; suspension, front, coil spring and wishbones; reare, coil spring and singuishbone; dampers, Armstrong telescopic; wheels, disc, bolt-on, tyre size; 5.20-12in; steering, Burman worm and nut; steering wheel, 2-spoke 16in dia, turns lock to lock, 2½.

DIMENSIONS: wheelbase, 6fc 6in (198.1 cm): track: front, 3fc 104in (117.5 cm), rear, 3fc 10in (116.8 cm); overall length, 10fc 1lin (332.7 cm); overall width, 4fc 6in (137.2 cm); overall height, 3fc 10in (116.8 cm); ground clearance, 7in (17.8 cm); turning circle, 28fc (8.53 m); kerb weight, 7 cwc (356 kg)

PERFORMANCE DATA: top gear m.p.h. 1,000 r.p.m., 13.2; torque lb ft per cu in engic capacity, 1.19; brake surface area swept by lining 110 sq in.

ENGINE: No. of cylinders, 3 in line (transverse); bore and stroke, 58 x 62 mm (2.28 x 2.44in); displacement, 492 c.c. (30.02 cu in); valve position, ported 2-stroke; compression ratio, 7.5 to 1; max. b.h.p. (gross), 30 at 5,500 r.p.m.; max. b.m.e.p., 89.5 lb sq in at 3.500 r.p.m.; max. torque, 35.6 lb ft at 3,500 r.p.m.; carburettors, 3 Amal; fuel pump, S.U. electric; tank capacity, 51 Imp. gallons (25 litres); cooling system, air cooled; battery, 12 volt. 32 amp hr.

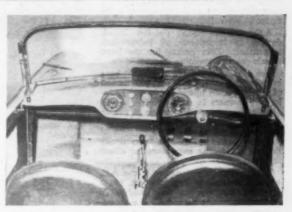


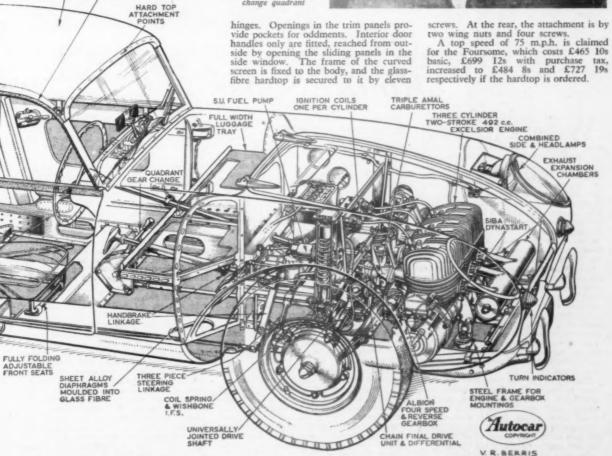
and the front pair have a very simple adjustment. For each seat this consists of a pair of brackets fixed to the floor, each having four slots, into any of which a bar beneath the rear of the seat can be dropped. The front seat cushions have tension-springs and foam rubber over-lays. Upholstery is in Vynide through-out and the floor is covered with durable plastic carpets.

Beneath the scuttle is a full-width tray for small luggage, and there is a further small space behind the rear seat squab, in front of and to the right of the fuel tank. The doors are 2in wider than on the smaller Berkeley, and have concealed

Above left : The from Above test: I he from passenger's seat tips forward for access to the rear, where a well-uphoistered seat has sufficient head- and legsufficient head- and leg-room for two children, or an adult for a short journey. Above right: An idea can be obtained of the low overall height of the new Berkeley with hardstop by com-paring it with the nose of an Austin A.40

Instruments are Instruments are grouped in a central panel; a rev counter is an optional extra, desirable with a free-revving engine. There is a simplified gear change quadrant





Hard-Top A.C. Ace

A SMALL but important manufacturer, A siving personal service, A.C. Cars, Ltd., of Thames Ditton, Surrey, continue to produce two basic models, the Aceca coupe and the Ace sports two-seater. Both are available with either the 1,991 c.c. A.C. engine, which produces 90 b.h.p. at 4,500 r.p.m., or with the Bristol engine which, in its 100D7 form, now produces 125 b.h.p. with 9 to 1 compression ratio. The maximum torque figures are significant, according to the use foreseen for With the cheaper and earlier A.C. engine it is 110 lb ft at 2,500 r.p.m., while with the Bristol unit and 8.5 to 1 compression ratio it is 122 lb ft at 4,500 r.p.m.

A.C. cars are among the few British designs to incorporate all independent suspension. Disc brakes for the front wheels are also available.

For the London Motor Show, A.C. have introduced a detachable hard-top version of the Ace which should prove very popular with owners in cold countries. The most ardent sports car enthusiasts these days accept that full weather protection is desirable on occasions. The price of the new hard-top had not been finally decided when this announcement closed for press.

During 1958 a serious fire at the A.C. works interfered with production, but a complete recovery has been made. In addition to sports cars, A.C. also manufacture invalid carriages and diesel rail-





detachable announced

Road Sense

HAT this country needs," said Pegg, pulling the Jaguar out of a bend, his eyes intent on the road, his face set firm with satisfaction, his voice bouncing away on the slip-stream, "is better roads." His foot dipped to the floorboards as he changed up, and the exhaust note rose to a scream. We swept up behind a petrol-tanker, changed down, nosed out, swept past, Pegg waving gaily as he went. The tyres howled round two tight corners and levelcrossing gates sprang up before us. Pegg flashed down through the gears and brought the car reluctantly to a stop. fished for a cigarette.

Pegg's right, of course. Industry, commerce, commuter, bus-driver, man-in-thecrowded-street, we are all victims of the creeping paralysis of road-congestion and roundabout chaos. We need new roads, streamlined, six-tracked, ferro-concrete autobalms, bearing segregated, high-speed traffic from Birmingham to Liverpool and from the Severn to the Tyne. But, though they won't admit it, better roads when they come, will be pure loss for the

enthusiasts like Pegg.

Driving is ego and life, wife and children to Pegg. For him, cornering is a mixture of scientific experiment, religious service, and séance. He wishes his car round corners, his fingers alive to the vibrancy of the wheel, his eyes watchful, his ears cocked to the squeal of the tyres, his foot gently cosseting the throttle

Steering geometry represents for Pegg

not just the genius of Einstein but of Picasso, Braque and Rembrandt. An en-Picasso, Braque and Rembrandt. An en-gine plays a symphony. A gear change is a sort of freemasonry: a rite unre-vealed to outsiders, an eternal quest for perfection in a field where the rest of us do not even know good from average. Brakes are saints and acceleration a god. Other traffic is an accident that adds piquancy to bliss: Pegg takes a Rabelaisian joy in the opportunities for blas-phemy that an Austin 7, zigzagging at twenty through the gaps in the white line, provides.

So Pegg is happy now; on today's roads he finds everything he needs for the good life. He is always changing gear, brak-ing for every traffic-light, accelerating away from every bend. There are cars and lorries and cyclists to curse, potential death-traps to navigate successfully at 70. He noses his way stubbornly to the head of every procession on the road, over-takes even the gypsy caravan at the root of the trouble, escapes from it all for a few seconds into the empty wilderness till he comes up behind a waggon piled

with hay and drawn by a horse with palsy.

There are roads, solemnly restricted to 30, where he wants to do 50, and he happily goes cross-eyed with one eye on the road and the other focussed firmly on the mirror. Very occasionally, conditions conquer even Pegg; doing 50 on sheet ice he finds himself in the ditch; and there are all the delights of rescue and mech-anical post-mortem to console him.

The new roads will be different. Pegg and the new cars will have their track marked "90," and the Sunday-outing potterers will have theirs marked "35." The unexpected—the tractors and the tanks on Pickford trailers—will be segre-There will be no more bends, gated. There will be in like being, in death-traffic-lights, no roundabouts, no death-traps. All will be smooth, straight con-crete and advertising, the only diversion cars passing in the opposite direction be-hind a hedge and a belt of trees. There will be no excuse for gear-changing, and long before every minor hazard will be spoil-sport notices saying "Slow." Pegg's Pegg's left foot will atrophy and his right will sit flat on the floorboards until he has to stop for petrol. Pegg's ego will shrivel; he will marry and take all his frustration out on the kids.

It will be the end of Pegg's sort of car, too. Everything he valued will go overboard: the short, crisp gear change will go when you never need change gear, the suspension will soften, and the tage cars he used to admire, even though they weren't fast enough, will be ignomithey weren't fast enough, will be ignominiously banned as dangerous. Rotund, plastic, gearless monsters will take command. Pegg's son, perhaps even Pegg in his dotage, will sit in the monsters and steer, encircled by Perspex, borne on sponge rubber. Pegg will have asked for it, demanded it, voted for the government that promised it. Bur when it comes, Pegg won't like an England with roads fit for cretins to drive on.—F. E. Mann. Tisky

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(left) Frisky Coupe (below) Frisky Sports £499.7.0

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can be achieved by extending the push-up roof canopy which is also
useful for a grandstand view at sporting events.

4 BERTH

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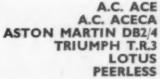
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conversion — the Thames 15 cwt. Dormobie Caravan, a single motorised unit combining car manoeuvrability with full caravan facilities, including cooker, sink, wardrobe and cupboards

cooker, sink, wardrobe and cupboards.

There are six touring seats which can
be arranged to form two beds; these, plus two upper bunks give total
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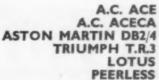
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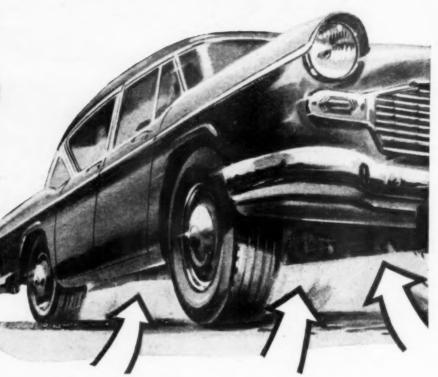


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ATLANTIC BRIDGE may seem a grandiloquent description, but this stone bridge links the mainland of Scotland with the Island of Seil, and so may well qualify for the title

Correspondence

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

Foreign Touring

£1 "To Cover Expenses." Last August I took my car across the Channel for a tour of Belgium and France. For some weeks it had been notified in your journal as well as in the Press that the only formality necessary was the 29C form (duly obtained in duplicate at H.M. Stationery Office in Oxford Street for 3d) and the green insurance form. The green insurance form was the only document asked for when passing between France and Belgium . . . even a passport was not wanted.

At Ferryfield I was duly asked to produce my Carnet, and when I produced the 29C form was asked for £1 to cover expenses. The Silver City official explained to me that his company used to charge 5s for the service, but the motoring organizations who, apparently feeling the loss of the more expensive Carnet, were charging £1, and Silver City put their charges up so as not to be in competition!

When the Government try to simplify travel it seems odd that the motoring organizations, who are supposed to protect our interests, should increase the cost by what would appear to be an excessive 15s... further, if the form is purely a Customs formality, why should this item, of all those performed by H.M.

Customs, be singled out as a special charge? Can any justification be made out for this charge, or is it just one extra way of extracting money from anyone who has a car?

London, W.I.

M. Hudson.

Causes of Accidents

The Human Element. Surely the greatest single factor in our alarming road accident rate is the driver himself, irrespective of whether his car is ten years or only one year old. I understand that several insurance companies demand an engineer's certificate as to the mechanical condition of a car over a certain age before they will issue insurance cover on it. Would it not, therefore, be better if all insurance companies demanded a certificate on cars over a certain age—or even on cars of any age? The Ten Year Test could then be abandoned—in any case, the police have powers to prosecute for quite a number of conditions which could make a car dangerous—and a periodical driving test could be adorted as a condition of renewal of a driving licence.

could make a car dangerous—and a periodical driving test could be adopted as a condition of renewal of a driving licence.

The League of Safe Drivers, which is run by the Finchley Road Safety Committee, demands only one condition of membership—that members shall pass an advanced driving test given

Correspondence

voluntarily by examiners of the Police Driving School at Hendon and that they retake the test every 12 months so that no bad driving habits are allowed to develop—in fact, one is urged to

show an improvement each year.

I feel that the ordinary Ministry test could easily be toughened I teel that the ordinary Ministry test could easily be toughened up a little for those who have held a driving licence for over a year, and, if the money to be spent on the Ten Year Test could be spent on extending the Ministry Driving Test in the manner outlined above, I feel certain it would prevent a much larger percentage of accidents than would a Vehicle Test.

Grays, Essex.

R. BRITTEN, M.S.R.

Riley Modification

Advice Sought on Planing Head. Having purchased a 1948 1½-litre Riley with standard compression ratio of 6.8 to 1 I am thinking of raising it; in 1948 the fuel was "pool" and I am sure that with the choice of fuels now available the performance would be improved, without the engine being too highly tuned. I would be interested to hear from any reader who has done this by how much to raise the ratio have much to have planed off —by how much to raise the ratio, how much to have planed off the head, and the difference it makes to performance.

W. R. Cox.

Kelmarsh, Northamptonshire,

[Letters will be forwarded.-ED.]

Hard-worked Clutch

Example from the North. I read with great interest Mr. R. W. Collins' letter (3 October) on counting the number of clutch pedal depressions in London traffic conditions. On a recent journey from Southport to Leeds I counted 142 clutch depres-sions in normal Friday evening conditions. The mileage was sions in normal Friday evening conditions. The infleage was only 79, and the journey took 2 hrs 40 min in a Series III Oxford. If present road improvements are 20 years overdue, as Mr. Collins suggests, I expect to be in my dotage by the time we get a decent motorway linking Yorkshire with Lancashire. As I see it, all full-time professional drivers must inevitably be I see it, all full-time professional directs made and safety's sake.

Leeds, 17.

E. J. Hoggins.

Undersealing

A Manufacturer Replies. Col. J. L. Galloway (19 September) refers to underscaling of cars. I would say that it has been proved by my organization—and the evidence is quite clear—

proved by my organization—and the evidence is quite clearthat whatever metal is used on a car, the attempt to protect this
metal from corrosion caused by dampness, road salts or the like,
is worth while. Other than that, even the best quality cars have
a certain amount of road noise which is considerably reduced
by the application of a certain type of undercoating.

I can agree with your correspondent that there are certain
materials being sold today that make no difference at all to this
problem, but there are also on the market materials which
definitely do subdue road noise and no doubt your correspondent, with thirty years of motoring behind him, must have
found that the road noise in a moving vehicle can be irritating,
and that it is much more pleasant driving or riding if these
noises are subdued. Besides this, surely your correspondent
will have noticed the fact that cars appear to suffer far less from
the effects of rust and corrosion than they did, for example,
before the war? before the war?

May I suggest to your correspondent that if he cares to contact me, my Company will be most pleased to treat his car for him, and then to agree to him writing again to you giving his opinion as to the difference in his car. In fact my Company, being very proud of its reputation, is willing to stake it on the quality of its material.

R. Sells (Managing Director),

Nova Productions, Ltd.

Nottingham.

Motor Sport

From H.R.H. Prince Chula of Thailand

Prince Chula Replies. To define exactly the meaning of a word is most difficult, and one may argue for weeks. However, I will try and answer Brian Anthony (3 October).

The "Brains Trust" is one of the "quick-firing" B.B.C. programmes; the team do not know the questions beforehand, or

who is to be the first to answer each question. As it was known that I was on the panel, this particular question was thought to refer to motor sport, and I was the first person asked. As usual, I was expected to reply without pause. The question was "Is

mechanical sport inferior or is it a sport at all?" In that split second I decided that it could not be inferior, because it was not really a sport, as it can never be competed for on equal terms. I called it "a manifestation of great skill and courage between the drivers and a competition in design between manufacturers." In England sport is held in such high esteem that to say that something is not sport is almost an insult, which was not

I did not think only of my resources for Prince Bira set against the resources of a factory entry, but I also thought of drivers with even less resources than my own. I did not refer to yacht racing. I certainly cannot see why horse racing, other than point-to-point and such things, has been considered a sport. I feel sure that most mountaineers feel that they are competing against the mountains and the elements, and not against other climbers, who may be climbing at another time under different conditions.

I have not attended any motor race since 1948, but I knew well members' meetings at Donington before the war. I compare such meetings to point-to-point races and they form only a section of motor racing. I submit that what the general public think of as motor racing is International Grand Prix racing.

Bodmin, Cornwall. CHULA OF THAILAND.

Quality of Machinery Decisive. Motor racing is not a sport proper, because of the almost overwhelming significance of the mechanical element. It is not belittling the racing driver to say that the quality of the machinery is almost always the decisive factor in motor racing. Sport is not played sitting down in a seat all the time

Newcastle-under-Lyme,

Staffordshire.

Tyre Sizes

Riley and Sinca Differences. I am afraid that anyone who follows the suggestion of Mr. James Elkin (3 October) by fitting 5.60-14 tyres in place of 5.00-14 is going to be disappointed with the result because, according to S.M.M. and T. Standards, the two tyres have the same cross section and, although there is some difference in overall diameter, this is not really significant.

The reason the tyres on the Simca look bolder than they do on the Riley is because the Simca look bolder than they do on the Riley is because the Simca uses 4J rims (4in in width), for which the 5.60-14 tyre is designed, whereas the Riley uses 3.00D rims (3in width) for which the 5.00-14 is designed. It is the inch difference in rim width, and not the tyre dimensions, which makes the Simca tyres look bolder.

Northwood, Middlesex.

L. R. MERNAGH.

Running Costs

Prefect Vital Statistics. I keep reasonably accurate records of the costs of my motoring, and the following figures and facts may be of interest. They apply to three new Ford Prefects, the brief details of which were as follows:

Prefect 1 Prefect 2 Prefect 3	Bought May '51 May '55 Oct. '57	Ma Sej		Miles 34,9 23,0 7,9	100	m.p.g. 31.8 33.1 31.2	Yearly depreciation £62 £70
Costs			A	Aaintenand	ce		
Year	Mileage	Petrol	Oil	Repairs	Tax and Ins.	Depr.	Total
1954	9.540	68	7	16	26	£ 60	177
1955	9,150	65	4	15	26	70	180
1956 1957	7,905	70 60	2	10	26 26	70 70	179 174
		-	-		20	10	1/4

About 80 per cent of my travel is in speed-restricted areas, and the best average m.p.g. has been 36 for an 800-mile run. All the cars ran well, and I am now too lazy to attend to much except engine cleanliness, the plugs, distributor and the accumulator. The routine 1,000- and 5,000-mile services are carried out

by the local Ford agent, and these costs are the major item in the repairs and maintenance columns.

The oil consumption on the old type model (No. 1) settled down to one pint per 120 miles after two years, and did not change. Troubles with oil fumes were solved by fixing one end of a length of rubber hose in the filler tube and taking the other end out to the rear of the car. The only time this failed was when moisture condensed in the pipe and froze solid during severe frost. The resulting build-up of pressure forced nearly two pints of oil out of the rear engine bearings and clutch casing before the trouble was discovered. During the last year the silencer faded away in rust.

Cars 2 and 3 used about one pint between changing every 2,000 miles, the oil being multi-grade.

Oil leaked from the gear box of car 2 from the day I bought it, and despite the fitting of new oil seals about every three months, the garage were never able to cure the trouble. So far car 3 has developed no vices.

Enfield, Middlesex.

F. E. Ladley.

Moss Wins in Morocco

-AND PUTS UP FASTEST LAP : HAWTHORN IS WORLD CHAMPION

N warm, sunny weather the European season drew to a close on the sandy shores of Africa, with a resounding victory for British motor racing. Driving magnificently, Stirling Moss did everything that was expected of him in winning the Moroccan Grand Prix and making the fastest lap. However, this was insufficient to secure for him the World Driver's Championship -in the balance until now-which went to Mike Hawthorn, when he drove a wonderfully well-judged race to finish second. The contest was a notable display of team tactics by Ferrari, and was distinguished by a brilliant drive by Phil Hill.

Unfortunately the race was marred by three accidents—one involving Tom Bridger's formula 2 Cooper, the second Gendebien's Ferrari and Picard's Cooper, and the third Stuart Lewis-Evans' Vanwall. All four drivers were injured, Lewis-Evans and Picard more seriously than the others. Lewis-Evans was flown back to England on Monday and, at the time of going to press, was said to be "comfortable."

said to be "comfortable."

The Ain Diab circuit, scene of the race, lies in the suburb of that name on the outskirts of Casablanca. It is roughly rectangular in shape, and the main straight runs parallel with the sea, within yards of the breakers rolling in from the Atlantic. The surface is good, improved from last year, and it is potentially a 120 m.p.h. circuit. Distance round is 4.7 miles, and 53 laps are required for the modern Grand Prix distance. It is certainly a wonderful spot to hold the last race of the season, and the promise of sunny weather, plus the importance of the results, had brought out a record number of spectators by aircraft; some even travelled by car, but they were very much in the minority. much in the minority.

The Cars

With the needle match between Haw-With the needle match between Hawthorn and Moss so much in everyone's mind, there was great interest to learn what the constructors had done to further their drivers' chances. The main external modification to the Vanwall is the abolishing of the bump on the nose of the car which was a feature of the cars at Oporto and Monza. The separate oil cooler that it housed has now been dropped, and the old order of things prevails once more—a radiator block which combines cooling elements for water, engine oil and gear box oil.

engine oil and gear box oil.

A further modification, fitted to one car only, is a lightweight hub for the wire wheels which are now regular wear at the front of the car. At a quick glance this looks like an ordinary Rudge hub but without the eared locking nut; closer examination reveals that it is bolted on through ring of holes drilled in the flange.



. Soon after the start, and led by a B.R.M., the cars leave the seafront on the climb inland

Eight nuts are used, which precludes the possibility of quick wheel changes; this is in line with the school of thought which says that if you have to change a wheel the race is lost anyway. Tyres are not often changed now that the Grand Prix distance is shorter and Dunlop produce such excellent tyres.

Mike Hawthorn's car was raced at Monza. The Dunlop disc brakes are still as we saw them there, and Mike is highly satisfied with their performance, which is a great tribute, for they are standard XKI50 equipment, taken from Peter Collins' personal GT Ferrari before it was sold after his death. In common with the rest of the team cars the Dino 246

engine of 2,417 c.c. is fitted; apparently the 256 engine is not yet au point.

The coil-sprung car, which first appeared at the Monza 500 with a larger engine, is being used as a racing test bed, possibly as a prototype for next year's car. It is, therefore, of particular interest that disc

brakes are fitted, this time of Girling manufacture, and it seems that Comm. Ferrari, who is a conservative old gentleman at heart, at last has realized that he has reached the limit of development of drum brakes. This set of brakes is of particular interest because they are made specially for the car; dished aluminium centres offset them into the airstream and they are of the same 12 in diameter as they are of the same 12in diameter as those used on Mike Hawthorn's car. No

handbrake caliper is fitted.

The third Ferrari team car, for Phil Hill, is one of the earlier cars with formula

Hill, is one of the earlier cars with formula 2 chassis as run in the Argentine, but fitted with the last development in drum brakes—light alloy drums with cast iron liners—which appeared at Monza.

Bourne, too, has not been idle since the Italian G.P. There must be quite a pile of body side panels at the works, for once again the oil-cooling arrangement has been altered. This time the cooler has been altered. This time the cooler has been moved from the right of the car



MOROCCAN GRAND PRIX . . .

Serious moments before the race that was to turn out so successfully for them both-Mike Hawthorn and Phil Hill

just behind the front wheel, to a position behind the main radiator; it now consists of two banks of Clayton still-tubing, placed vertically.

To lower underbonnet temperature and to duct a little fresh air towards this cooler, two little scoops were added over-night at Casablanca; on top of the snout of the car between the water radiator and of the car between the water radiator and the oil radiator. A fourth car has now been constructed—for Ron Flockhart— and the team array was most impressive; all the cars are now identical and actually

bear consecutive chassis numbers.
The Maserati effort these days seems to be in the hands of that American million-aire, Temple Buell; he had sent only one car, watched over by Bertocchi and driven by Masten Gregory. This is the later model of the two lightweight Maseratis that he owns, and, apart from lighter that he owns, and, apart from lighter brake drums, differs from the earlier car in having telescopic shock absorbers at the rear. This type of damper was to have been fitted at the front, but the special type had not arrived from Holland in time, and the works had fitted the yeare type.

fitted the vane type.

There was a whole barrel of Coopers, if that is the collective term for the Surbiton product. Most of these were

running in the formula 2 race held concurrently with the formula 1 event, but three had the big Coventry-Climax engines. Rob Walker's car, to be driven by Trintignant, and Salvadori's works car, had the bigger 2.2-litre motors, while a second works car had the smaller 1,960 c.c. unit; this machine was to be driven by lack Fairman.

Jack Brabham was in charge of the Cooper formula 2 entry, with Bruce McLaren in a further works car. François Picard, a French sports car driver, had been recruited to drive the Rob Walker entry in the small class, while there were further entries from the Motor Racing Partnership, Tom Bridger driving, and from three Frenchmen, Guelfi, Kerguen and Robert La Caze, a local.

Lotus entries were confined to Cliff Allison in a last year's car with a 2.2-litre engine, and Graham Hill in the latest model which, in turn, was fitted with a 1,960 c.c. power unit.

First practice took place in perfect if rather hot weather and, surprisingly, it was Behra in the B.R.M. who set the pace. Most people began by learning the circuit afresh or for the first time, and their efforts were reflected in the times returned.

By the end of the session neither Moss nor Hawthorn had been able to equal Behra's times; indeed, Tony Brooks was faster than the two contenders, his time of 2min 25.6sec was four tenths slower than Bell a's 2min 25.2sec—a new course record. Mike Hawthorn was third fastest, three seconds faster than Moss' 2min 26sec. Schell and Bonnier, in two other B.R.M.s, were almost as quick as Moss with 2min 26.4sec and 2min 27.3sec, and it began to look as if the story of the race might have to be written around the B.R.M. which, after all, had been third last year and seemed very suited to this

Trintignant, who had last year driven this B.R.M., was also very quick in the Rob Walker Cooper, returning a time of 2min 28.4sec. Phil Hill, fresh from the Riverside race in California, was making his first acquaintance with the Ain Diab circuit presentheless his river. circuit, nevertheless his time was only three seconds slower than Bonnier, who

had raced here before.

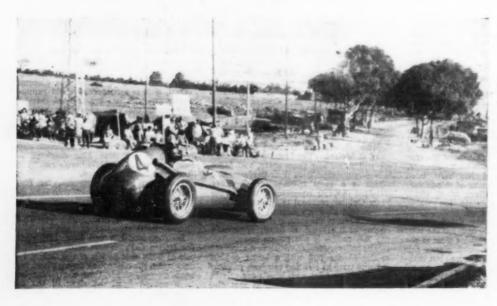
had raced here before.

Saturday, the day for the second practice session, was different in every respect. For the whole of the morning the circuit was shrouded in a heavy sea mist; an hour before practice this had cleared but, just before the first cars were to go out, a thick fog rolled in from the sea, only to disperse in a matter of a quarter of an hour. This recurred right through the afternoon, fortunately with the reverse of the expected effect, for while visibility was not seriously impaired, the cold, damp atmosphere suited the carbura-tion of the cars and records were soon fall-

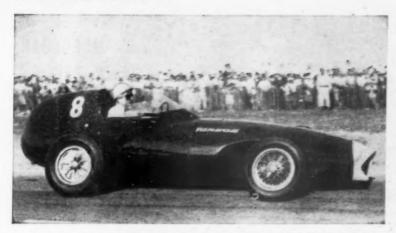
Everyone except Schell and Brabham improved their times, the latter having spent a good deal of his practice time in Jack Fairman's car. Moss tried both his own and Tony Brooks' car and finally decided that the latter was the better of

the two.

The session eventually developed into a contest between Moss and Hawthorn for the fastest lap and records were soon tumbling. The first to get near to soon tumbling. The first to get near to Behra's 2min 25.2sec of the previous day



Towards the end of the ace, Phil Hill's Ferrari, lying third, passes the turning to Azemmour, on the way back to the sea



Stirling Moss' Vanwall, with nose restyled, on its way to win the race and put up fastest lap

was Hawthorn with 2min 25.3sec, Behra then improved to 2min 25sec, but this time was hardly recorded before Moss went out and circulated in 2min 24.3sec. The light was failing and the course was almost entirely covered with mist when Hawthorn took out the Ferrari and replied with a resounding 2min 23.1sec. Almost before the course was closed, Moss had a go at this time and practically succeeded, for his time was but one second slower. Phil Hill was another last-minute man

Phil Hill was another last-minute man and he, too, substantially reduced his previous, rather disappointing, times to 2min 24.1sec. His was the fifth fastest lap, Lewis-Evans and Behra being quicker with 2min 23.7sec and 2min 23.8sec respectively.

A time of 2min 24sec was now really bogey for the course and Hawthorn, Moss, Lewis-Evans and Behra were the plus men. Anything quicker than 2min 26sec was good; Trintignant equalled this time; Gendebien, Brooks and Bonnier were all inside 2min 25sec. In the course of practice Cliff Allison spun the old Lotus and a good deal of cutting and repair work had to be indulged in during the night hours.

obe indulged in during the night hours.

Masten Gregory was having his first experience of the circuit and his times were not wildly exciting, but they were improving all the time. Brabham's formula 2 time was not equalled, and one really began to wonder if it was worth while bringing these few Coopers all the way to Africa just to get in the way of the faster cars, of which there were enough to

Race day dawned bright and clear, and any doubts about the weather were dispelled; the sun shone from a cloudless sky and a cool breeze blew from the sea, making life for the hundreds of Britons who had flown over to see the race just a little more bearable. The race is under Royal patronage, for the King and his sons are deeply interested, their attendance gracing the event with a good deal of Eastern ceremony before the start.

Once this colourful display was over the

Once this colourful display was over the cars were lined up on the grid and engines run up for the start before the huge Royal stand hung with blue and maroon draperies, the blue sea roaring in the background and the throng of people in Eastern and European dress packing the stands and lining the course, held back by literally hundreds of armed police.

Eastern and European dress packing the stands and lining the course, held back by literally hundreds of armed police.

At the fall of the flag Moss shot into the lead with Phil Hill glued to his tail, followed by Bonnier, Hawthorn, Brooks, Lewis-Evans and Behra. Gendebien fluffed his start and was busy carving up the back-

markers; by the second lap he had worked up to eighth place.

As the leaders roared past the pit area on the third lap Phil Hill managed to edge level with Moss, but the Vanwall could leave its braking until later than the drumbraked Ferrari and we saw a pretty display of trackcraft, Stirling sweeping through on the inside and practically forcing the American to take to the escape road. Phil turned and got back into the race immediately, but his place as pacemaker was temporarily lost, and he was now behind Bonnier in fourth place.

Ferrari tactics seemed quite clear now—Phil Hill was to harry Moss, while Hawthorn took it easy in third place. If this was successful and the pace was too hot for the Vanwall, Hill would, no doubt, be allowed to keep his first place; if it failed he and Hawthorn could hold position until near to the end and then change places during the final laps. All this assumed, of course, that Brooks and Lewis-Evans could be kept out of the conflict.

Hill was certainly driving magnificently, and on the fourth lap he was past Bonnier and catching up with Hawthorn, who let

him through on lap 7 to continue his task. But Stirling had seen through the opposition tactics, and his manœuvre on the second lap had really put Hill in a position in which he could hardly breathe down the leader's neck. Even when he passed Hawthorn he was still 7.8sec behind—quite a distance at near 120 m.p.h. averages. The Vanwall pit would see to it that the gap did not diminish unduly and subject Moss to the psychological disadvantage of having the Ferrari in his mirror.

Bonnier was driving extraordinarily well to hold his place in such exalted company, but it could not last for ever and, on the twelfth lap, Tony Brooks swept by and got into position to worry Mike Hawthorn, who was circulating quietly in third place.

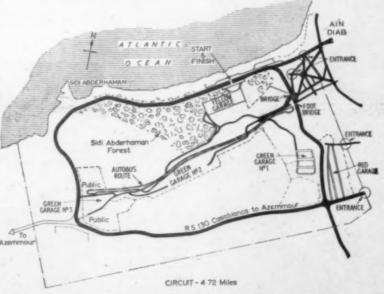
Mike Hawthorn, who quietly in third place.

On this lap, too, Gendebien passed Lewis-Evans, who was slowing gradually with an engine that sounded rougher every time he passed. The next lap saw the end of Trintignant's effort; the engine refused, and he began to push to the pits. The order now was Moss, Hill, Hawthorn, Brooks, Bonnier, Gendebien, Behra, Lewis-Evans and Schell.

the end of Trintignant's effort; the engine refused, and he began to push to the pits. The order now was Moss, Hill, Hawthorn, Brooks, Bonnier, Gendebien, Behra, Lewis-Evans and Schell.

The gap between Hill and Moss had widened to 10.7sec, and it was evident that Stirling had every intention of staying way out in front. In the course of catching up, both the American and Tony Brooks had lapped in under 2min 24sec—indeed Brooks' was a new race record at 2min 23.5sec, a lap speed of 118.51 m.p.h.; Hill was three-tenths of a second

While Hill was trying to catch Moss—with a notable lack of success—a duel was developing between Tony Brooks and Mike Hawthorn; Tony was soon on the Ferrari's tail and on the 19th lap he managed to squeeze past into third place, a situation which did not suit Hawthorn at all; they changed places momentarily on the 27th lap, then the superior speed of the Ferrari on the straight triumphed and Hawthorn went ahead. The Vanwall continued for two more laps, then the strain told and the engine blew up in a most expensive way, throwing oil on the back tyres and causing Tony to spin off into the desert



Roughly square in shape, the 4.7-mile circuit is taken in a clockwise direction



MOROCCAN G. PRIX...

Through an avenue of straw bales, which separate the track from the desert, Brooks takes his Vanwall back into the hinterland

in a cloud of dust, fortunately without

All this happened on the fast right-hand All this happened on the last right-hand bend going down to the sea, where ad-hesion is at a premium; Gendebien came along right after the blow-up, spun in the oil and was rammed by Picard, who was oll and was rainined by Heard, who has behind him but on another lap. Both cars were put out of the race and Picard was taken to hospital with head injuries; Gendebien, too, had one or two broken

This corner was not to be trifled with for, earlier in the race, Tommy Bridger looped the Cooper at this point and was lucky to get away with shock. A less

spectacular retirement was Jean Behra, whose B.R.M. did not appear to be going too well; on the 27th lap the Frenchman pulled into the pits and the car was withdrawn. Ron Flockhart had also retired quite early, on lap 17, with expensive noises in the engine room.

In getting away from Hill, Stirling had really put a spurt on and annexed the lap record, reducing the time to 2min 22.4sec. This was a wonderful display, fast precision, driving with no apparent flurry just terribly intent and taking everything out of the car. Once the lap record was in the bag he eased back and waited for the unlikely signals from the pit that it would be taken from him.

This was not to be, and the race developed into a procession, Stirling away out in front, Hill 27sec behind, then

Hawthorn, Bonnier, Lewis-Evans, Schell, Gregory and Salvadori.

Then, ten laps from the finish, a black pall of smoke appeared on the horizon at the back of the course; Stuart Lewis-Evans' engine had blown up and the car spun off the road breaking a fivel pipe. spun off the road, breaking a fuel pipe. Stuart managed to leap out of the car with his overalls on fire, and he was taken by helicopter to a first-aid station in the middle of the circuit.

With two out of three cars blown up there were a good many tightly crossed fingers in the Vanwall pit as the last few laps were run. Ten laps before the end the expected change-over between Mike and Phil Hill took place; Tavoni gave the

and Phil Hill took place; Tavoni gave the signal and the American slowed right down to allow the new World Champion to pass, and they toured round within yards of each other.

Then "Toto" Roche unfurled his chequered flag and Moss' car shot out of the low sun, across the finishing line and vanished into the distance to do its least of horour. Fighty three seconds have lap of honour. Eighty-three seconds later came the two team-mates Hawthorn and Hill, and Mike gave a great wave as he

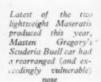
shot over the line.

RESULTS
(63 laps of 4.7 mile circuit) 1, Vanwall (Moss)
2. Ferrari (Hawthorn)
Formula 2
Cooper (Brabham) 2hr 12min 13sec
Cooper (McLaren) 1 lap behind Cooper (La Caze) 2 laps behind





New-type wire wheels, with lightweight hubs were fitted to the front of one of the Vanwalls (left), and the training Ferrari was fitted with 12in disc brakes of Girling manufacture -this being in addition to the Dunlop discs on Hawthorn's car





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Well Done, Hawthorn -Well Done, Moss

all ten of the qualifying events; Hawthorn's Ferraris have only once failed to finish a race (and score points), whereas Moss' Vanwalls have retired from no fewer than four races—yet Vanwalls have scored a runaway victory in the Formula 1 Constructors' Championship, helped to a great extent by Tony Brooks' backing as second member of the team; this season he has went three grantless of the team; won three grandes épreuves. Hawthorn has, in fact, won only one

Grand Prix, the French, and has put up Grand Prix, the Frederick Grand Prix, the Frederick Grands Prix). Moss, on the Other hand, has won four of the six in which he has scored (the Argentine, Dutch, Portuguese and Moroccan G.P.s), and has put up fastest lap in the Dutch, German and Moroccan. Their respective wins, and fastest laps, are shown in the following table—(R) indicates a lap

record:

G.P., Moss missed a gear when leading the race during the first lap; the resulting damage to the engine put him out, and Hawthorn went on to score a lucky second place, the Ferrari's engine blowing up a few yards short of the finishing line. In the French G.P. at Rheims, Mike Hawthorn led unchallenged from half-way round the first lap, to win the first G.P. of the season that had not been dominated. of the season that had not been dominated by a British car; Moss, despite driving a faultless race, and doing his best to catch up, could not get near the Ferrari, the Vanwall clearly being the slower car on

this very fast circuit.

In the British G.P., at Silverstone, Moss' Vanwall, when trying to take the lead from the late Peter Collins' Ferrari, blew up on the 25th lap (of 75), and Hawblew up on the 23th lap (of 75), and raw-thorn's Ferrari went on to take second place in a I—2 Ferrari victory.

Again, in Germany, Moss's luck was out. By the end of the third, 14-mile lap

he was 17sec in the lead, having put up a lap time that still stands as the record; but on the fourth lap his encut dead, gine and that was that. Mike Hawthorn's Ferrari, too, let Ferran, him down when second only three laps from the end Brooks went and to win.

The Portuguese G.P. went to Moss--and cond place, plus the fastest lap, to

Hawthorn.

Moroccan Totals

42

41

Had it not been that Moss stood by as witness in Mike's defence when it was said that Hawthorn had travelled in a direction contrary to the race during that fateful final lap, it is conceivable that Hawthorn might have been disqualified. At Monza, last qualifying race before

Casablanca, Hawthorn's Ferrari, suffering from severe clutch-slip, managed to hold second place, behind Brooks' Vanwall, the ultimate winner. Both Hawthorn and Moss had taken turns to lead one of the most exciting races of the season, until Moss' car retired after 18 laps with a

seized gear finally, Casa-And, blanca.

Luck has played a part, taking it in turn to favour each driver. Though to of both them win Championship

meant a very great deal, the sportsman-ship and friendly spirit that each has shown to the other throughout the season has been a pleasure to watch—and should settle once and for all any suggestions that motor racing is a cut-throat business in which there is little room for feelings and good sportsmanship.

THE "ifs," the "supposings" and the "perhapses" are over; Mike Hawthorn has won the World Championship by a single point from Stirling Moss, and Tony Brooks takes third place. Not only is this the first time that a British driver has won this distinction, but British drivers have taken first three places a wonderful performance.

Moss' chance of winning the Cham-pionship was a long one—in fact, before the Moroccan Grand Prix, Hawthorn had to all intents and purposes won it. There was just one hope for Moss—that he should win the race and put up fastest lap, thereby scoring the maximum possible of nine points. That he should pull off this double achievement seemed, this double achievement seemed, before the race, beyond even his grasp; yet, he managed it. And Hawthorn, if he were to retain his lead, had to finish no lower than second, to Moss' win—and this he, too, succeeded in doing. It was a truly remarkable performance by both drivers, and a superb display of skill.

Looking back over the ten events in which, during 1958, the two have raced against each other, it is interesting to see how they have fared. The table below shows how each has scored points in the ten grandes épreuves, points being awarded at the rate of 8, 6, 4, 3, 2, 1 for first to sixth positions, with an extra point

for fastest lap.

HAWTHORN

MOSS

R	ace		Fastest Lap	Driver	Winner	Race Average
Argentine Monaco Dutch Belgian French British German Portuguese			m.p.h. 85.91 (R) 69.93 (R) 94.78 (R) 132.36 (R) 128.17 (R) 104.54 92.89 (R) 108.75 (R)	Fangio Hawthorn Moss Hawthorn Hawthorn Hawthorn Moss Hawthorn	Moss Trintignant Moss Brooks Hawthorn Collins Brooks Moss	m.p.h. 83.57 67.98 93.96 129.92 125.46 102.05 90.35 105.03
Italian			125.0 (R)	Hill	Brooks	121.22
Moroccan			117.34	Moss	Moss	116.22

In the Argentine G.P., first event of the season, Moss scored a brilliant victory in Rob Walker's Cooper after holding back and saving his tyres; whereas other cars were able to come in for a tyre change, pit stop for Moss would have lost him the race, the Cooper having bolt-on wheels. Mike Hawthorn, who had led for the early laps, had to stop to check a drop in oil pressure; there was no serious reduction in the oil level, so he continued, hoping that the engine would last the race; he was also troubled by the car's understeer, and could manage no better than third plac

At Monaco, both drivers failed to finish, Hawthorn dropping out with a cracked

G.P.

Portu-

G.P.

British G.P.

French G.P.

Of the ten events held (11, counting
Indianapolis), only the six best perform-
ances-or six highest scores-count for
each driver. Moss, having scored points in
only six events, counts the lot. Hawthorn,
however, having scored in nine, drops his

Argen

tine G.P.

4

Monad G.P.

Dutch G.P.

gian G.P.

and Dutch G.P.s). Both drivers have, of course, started in fuel pump, when leading on the 47th (of 100) lap, and Moss, also when leading the race, retiring with a cracked valve cap on the 38th lap; Hawthorn, however, had put up fastest lap.

In the Dutch G.P., Moss led from start to finish, taking the lead in the Champion-ship from Musso and Hawthorn, who finished in fifth place. At Spa, in the Belgian

BY PETER GARNIER

FOLLOWING THE Monte Carlo Rally timetable published last week, here are some of the important points contained in the regulations (which are now available). They have been extracted by the Monte Carlo Rally British Competitors' Club. The maximum delay permitted is, as last year, one hour, and the text makes it clear that accumulative time is not permitted—i.e., 57 minutes late at a control means that one is still in the Rally, but 61 minutes late at a subsequent control means... OUT. For the first time the Regulations lay down a standard procedure for the operation of controls, but competitors are warned that customs and habits of certain clubs and countries will require time to alter.

Dover has been made a time control,

Dover has been made a time control, as also has Boulogne, which will be the gathering point for the routes from Glasgow, The Hague, Munich and Paris. The highest permissible average will be 60 k.p.h. Chambery is likely to be "Point X," where all routes converge and head for Monte Carlo. The route from Chambery will be included in the road book, and the actual time controls, average speeds and so on will be handed to each competitor on arrival at Chambery.

On arrival at Monte Carlo, competitors will enter the park and carry out the usual formalities; they will then pass on to a further park for the technical inspection. From this point they will be released with their cars for a period of one hour. Thus, all the necessary adjustments may be made during this period, but service vans will not be allowed in the area; arrangements will have to be made to do the work somewhere in the town.

Before the hour has expired one driver will take the car back to the parc fermé, and will be given details of starting time, reporting time, and so on, for the final test, which this time will be of only 490 km; all competitors will do this last bit during darkness.

The Sport

As last time, the final test is, of course, open only to those who have finished the road section within the maximum permitted tolerance of one hour. The test is not compulsory (as it was not last time) for those with heavy road section penalty marks—BUT, this time it is made quite clear that a competitor taking part in the final test cannot be placed lower than the people not taking part in the test. And, to prevent the chaos that reigned at the start of the special test last time, only competitors and officials will be allowed within the start area, whence the cars will leave in the reverse direction—passing in front of the stands, and out through the arrival arch at the Gas Works, before leaving the town. That should (it remains to be seen if it will) avoid a lot of frayed nerves.

While a permitted total of up to four people can be carried in any vehicle, only two F.I.A.-licensed drivers will be recognized as competing for the various awards—and in the European Rally Championship. Thus, despite the rules governing the Championship, does Monte Carlo ingeniously ascertain that as many people as possible journey to the Principality during its off-season. Entry fee this time will be 45,000 francs... about £36.

NOW THAT AMERICA is to have a proper, World Championship Grand Prix, this race will open the 1959 season, on 22 March at Sebring. Other events in the Championship calendar will be: Belgian G.P., 14 June; Grand Prix de l'A.C.F. (European Grand Prix, 5 July; British Grand Prix, 18 July; German Grand Prix, 1 August; Portuguese Grand Prix, 23 August; Italian Grand Prix, 13 September; Moroccan Grand Prix, 11 October.

THE TABLE on this page shows the final (provisional) placings in *The Autocar* Formula 2 Championship for 1958—the last qualifying event (Casablanca) having now taken place. Jack Brabham

(who finished third last year) wins comfortably from Bruce McLaren, with Stuart Lewis-Evans in third position.

ONCE AGAIN the Mille Miglia is to be the rally-type event to which it degenerated last year. It will be held on 30 and 31 May over a route of approximately 1,000 miles, and will include about 150 miles of high-speed mountain tests. In fact, the only thing it has in common with the great race whose name it bears is the 1,000-mile route.

THE AMERICAN International Rally (4 to 7 November), for which the Rootes Group had entered a Sunbeam Rapier (Peter Harper, Peter Jopp and Jimmy Ray)—and, incidentally, had gone to a great deal of expense in the preparation—has now been cancelled. This event was not, in fact, the Great American Mountain Rally (or Rallye, as they call it), which had been withdrawn from the Calendar according to Amendment List No. 15, issued by the F.I.A. on 4 September.

ORIGINALLY IT was planned to work out the hitherto insuperable problem of the future of formula 1 at an extraordinary meeting of the C.S.I. in Paris on 15 December. Now, however, through the efforts of Earl Howe and Dean Delamont, it has been arranged to hold the meeting in London, on the 28th and 29th of this month—which is more satisfactory.

THERE IS NO truth, Hans Tanner writes, in the rumour that Temple Buell has purchased several formula 1 Maseratis with which to compete in next season's grandes épreuves as a sort of unofficial Maserati factory team. The Scuderia engaged Stirling Moss only for the Riverside race—in which the Casablanca authorities would not let him drive. Behra and Shelby have been engaged to drive two new 1959 Maseratis belonging to Scuderia Buell in New Zealand, and efforts

THE AUTOCAR FORMULA 2 CHAMPIONSHIP

	Lavant Cup, Goodwood 7 April	Aintree " 200"	Daily Express Silverstone, 3 May	Crystal Palace 26 May	Brands Hatch 8 June	Prix de Paris 15 June	Crystal Palace 5 July	Rheims 6 July	Snetterton 27 July	Clermont Ferrand 27 July	Nurburgring 3 August	Brands Hatch	Brands Hatch 30 August	Berlin Grand Prix 21 September	Coupes du Salon 5 October	Casablanca Grand Prix 19 October	Totals	Six Best Performances
B. McLAREN S. LEWIS-EVANS J. RUSSELL I. BURGESS C. ALLISON C. A. S. BROOKS S. MOSS A. E. MARSH	3	1 12 1 1 4 17 — — 6 —	7 7 3 2 11 — 1 — 1 — 1 — — 1 — — — — — — — —	3	3 1	7	2	1 2 1 2 1 5 5 1 1 1 1 1 1 1 1 1 1 1 1 1	7 - 2	- 2 - 1 - 1 - 5 	17 9 6	61 2 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7 1 5 3 2 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	9	7 11	15 12	47½ 46 33½ 31 12 18½ 17 18½ 17 18 13 13 12 9 8 7	472 423 422 333 315 183 125 83 127 65 43 33 111111111111111111111111111111111



IN Monaco Grand Prix - Dutch Grand Prix European Grand Prix — German Grand Prix Portuguese Grand Prix — Italian Grand Prix

AND NOW Moroccan Grand Prix

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are being made to get Behra under con-tract for next season, Masten Gregory's plans for 1959 being doubtful. These new Maseratis have lateral radiators and an all-enclosed nose; disc brakes are fitted and, at the moment, experimental desmo-dromic-valve heads. Apart from the two 1958 short-chassis lightweight cars, the only other Maserati owned by Scuderia Buell is the 5.6-litre sports car, which will also go to New Zealand for the sports The 5.6-litre engine, of which only two have been produced (one for Buell and the second for Edgar) has a bore and stroke of 103 by 85 mm.

BRITISH TRIALS and Rally Drivers' Association annual dinner will be held at the Chateau Impney Hotel, Droitwich, on Saturday, 13 December; the Star Badges, which are being presented by the Association to members who finished in one of the first five places in an International rally, will be distributed at this function. Each badge has been engraved with the name of the individual concerned.

THERE HAS BEEN a reshuffle among the Comte de Rohan, Comte Liedekerke the top brass of the F.I.A. In place of Beaufort becomes president. New vice presidents are Prince Bertil of Sweden, Wilfrid Andrews of the R.A.C., E. G. Sparrow of the United States, and Prince Caraccioli of Italy.

AMBITIOUS PLANS are being under-taken by the British Motor Racing Mar-shals Club, to meet the increasing demand of lectures will be given by leading personalities in motor racing, in which all aspects of marshalling will be covered. There will be a fire fighting demonstration at which members will be able to acquaint themselves with the very latest equipment, and there will be actual marshalling experience, under expert supervision.

R.A.C.-affiliated club secretaries and chief marshals are asked to bring this course to the notice of their regular and novice marshals; anyone joining for the course will have his subscription valid until January, 1960. The scheme will be January, 1960. The scheme will be launched at a gathering at the Clarence, Whitehall, London, (opposite the Whitehall Theatre) at 7.30 p.m. on Thursday, 30 October; anyone interested is welcome.

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OCTOBER 26.—Bristol M.C. and L.C.C. challenge trial with Burnham-on-Sea M.C.
26.—Gosport A.C. sprint, Eastney, Ports-

26.—Gosport A.C. sprint, Eastney, Portsmouth, noon.
26.—Leicestershire C.C. trial, Kings Hall, near Uppingham, 11.30 a.m.
26.—London M.C. Members' sprint meeting, Brands Flack.
26.—Huddersfield M.C. driving tests, E. Fox and Sons, Ltd., Calder Bank Mills, Dewsbury, 10 a.m.
26.—Shefheld and Hallamshire M.C. High Peak sporting trial, Millstone Hotel, Hathersage, Sheffield, 10 a.m.
26.—Surrey S.M.C. hill climb, Harlesford, Buckinghamshir.
29.—Camel Vale M.C., President's Rally, Victoria Garage, near Roche, 7 p.m.
NOVEMBER 1.—B.A.R.C. (S.W., might navigation rally, Will Short's Filling Station, Micheldever, 9 p.m.
1-2.—Liverpool M.C., Horsman-Monte Rally, Victor Horsman Ltd. garage, Queensferry, near Chester, 7.31 p.m.
1-2.—Goventry and Warwickshire M.C. Cops Night Rally, Martins Garage, Coventry, 10 p.m.
1-2.—Goventry and Warwickshire M.C. Cup Night Rally, Martins Garage, Coventry, 10 p.m.
1-2.—Falcon M.C. Guy Fawkes 200 and the Guido Vase competition, London, Taunton, Birmingham, Portsmouth and Cambridge, midnight.

2.—Lothian C.C. rally from Midlothian, West Lothian and Stirlingshire Coun-

5.—Southport M.C. evening rally.
8.—Old Merchant Taylors M.C., Firework

5.—Southport M.C. evening rally.
8.—Old Merchant Taylors M.C., Firework Rally.
8.—East Surrey M.C. Rocket Rally from Water Mill, Burgh Heath, 8 p.m.
8.9.—Forces M.C. Cotswold Rally, Cross Hands Hotel, Old Sodbury, Gloucestershire, 10 p.m.
8-9.—North Wales C.C. Cambrian Rally from Llandudno, Warrington and Shrewsbury.
8-9.—Maidstone and Mid-Kent M.C. night navigation rally, Tudor House Hotel, Bearsted, near Maidstone, 9.1 p.m.
8-9.—Leeds University M.C. annual night rally, Ringways Road House, Whitehall Road, Leeds, 12, and Edward Bullough, Ltd., Manchester Road, Bolton, 9.1 p.m.
8-9.—Phrouth M.C. Mancunian Rally, Tumbulls Garage, Ltd., Breton Side, Plymouth, 11 p.m.
9.—Stockport M.C. Revenge Rally, Fiveways Hotel, Macclesfield Road, Hazel Grove, 10 a.m.
9.—Hants and Berks M.C. Exercise Sunday map reading run, Beach Arms Hotel, Oakley, near Basingstoke, no.n-1 p.m.
9.—Glossop and District C.C. Cocktail Rallies.
9.—North Midland M.C. Autumn Sporting

Glossop and District C.C. Cocktall Rallies.
 North Midland M.C. Autumn Sporting Trial from The Miners' Standard, Win-ster, Derbyshire, 10.30 a.m.
 Harrow C.C. Cottingham Memorial Autocross, Colne Park, Esses.
 Midlands M.C. Miniature Rally, Lickey Hills Car Park, 11 a.m.

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RACE AND RALLY REGULATIONS RECEIVED

Circle C.C.—Annual rally, 16 November, from Anglers Hotel, Egham, 11 a.m. Entries by 11 November to R. C. Boucher, 29, Barn Hill, Wembley Park, Middlesex.

Coventry and Warwickshire M.C.—Cup Night Rally, 1-2 November from Martin's Garage, Coventry, 10 p.m. Closed to Club, details from Mrs. J. Commander, 8, St. Andrews Road, Coventry.

Garage, Coventry, 10 p.m. Closed to Club, details from Mrs. J. Commander, 8, 8t. Andrews Road, Coventry.

Lancashire A.C.—Whittaker Trophy Rally, 6-7 December, from S. Isherwood, Ltd., Anchor Garage, Penny Street, Blackburn, 11.30 p.m. Entries by 24 November, fee £2, 10s team of two cars, to J. Taylor, Lancashire Automobile Club, Sudell Cross, Blackburn. Experts, novices and beginners are catered for; the last named will be competing for a separate award, plus a chance of the premier award.

Forces M.C.—Cotswold Rally, 8-9 November; 180 miles' course from Cross Hands Hotel, Old Sodbury, Gloucestershire, 10 p.m. Entries, fee £1 17s 6d, teams 10s, by 29 October, to Lt. G. Flower, 51, Farringdon Road, Watchfield, near Swindon, Wiltshire.

Seven Fifty M.C.—Special Series Night Rally, 15-16 November, from Stokenchurch. Details from K. J. Seymour-Walker, Orchard Cottage, Turville, Henley-on-Thames, Oxfordshire, or from C. Peck, Fernlea, Westerham Hill, Kent. Competitors have freedom of route and choice of optional controls.

Midlands Motoring E.C.—Miniature Rally, 9 November, 11 a.m., Lickley Hills Car Park; 160 miles of motoring and tests. Details from D. G. Wareham, 120, Church Road, Moseley, Birmingham 13. Closed to Club.

Thames Estuary A.C.—Autumn Rally, 2 November, from Rambler's Roost, Leaves Green, Keston, Kent. Entries, fee £1, by 27 October, to P. Austin, 19, Clarence Road, Southendon-Sca, Essex. A daylight family event.

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1957 ASTON MARTIN DB 2 4 Mk. II saloon, radio, duo-grey	£1,945
1957 MERCEDES-BENZ 300SL fixed head, radio, leather	£2,650
1957 MORRIS Isis Travellers, automatic gearbox, 8-seater	£895
1957 (Model) FORD Zephyr sal- oon, low mileage, immaculate,	
white	£665
1956 FORD Consul Mk. II saloon, radio, heater, immaculate	£645
1955 ARMSTRONG Sapphire saloon, one owner, immaculate	£645

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	E.	K. L	Like.	F 1872	h To	LE.		t	.E.	List	1 Wit	(h T)	az.
A.C.	£	S	d	£	5	d	D.B.	£	3		£	5	
Ace Ace-Bristol	1,186	3 0	0	1,783	3 7	0	Rally HBRS DELLOW	1,2	99 7	0	1,95	0 0	0
Aceca	1,446	0	0	2.170	7	0	Mark VI	57	5 (0	86	2 17	0
ALFA ROMEO	1,700		0	-			D.K.W. Fixed-head	76				3 17	0
Giuiletta Giulietta T1	1,395			1,918		0	Four-door Universal estate car	79 83				8 7	
Giulietta Veloce	1,798	3 0	0	2.698	3 7	0	1000 fixed-head	85				5 7	0
1900 Super Super Sprint	2,250			2,498	7	0	Custom Royal	2,04	0 0	0	3,06	2	0
Palm Beach (Ford)	1,050		0	1.576	7	0	EDSEL. Pacer	1,63	5 0	0	2,453		
Palm Beach (Jaguar)	1,300	0	0	2,551	7		Corsair Citation hardtop	1,99	1 0	0	3,157		
Gran Turismo ALVIS	1,700			1			FACEL VEGA				4,726		
3-litre Convertible	1,995			2,993 3,293		0	FVS hardtop (automatic)	2,980	0 0		4,47		
AMBASSADOR Super 4-door	1,630	0	0	2,446	7	0	FAIRTHORPE Atomota	420	5 0	0	640		
Estate car	1.725	0	0	2,588	17	0	Electron Minor	479 769	9 0		1,154		
Custom 4-door Country estate car	1,700	0	C	2,693	17	0	FERRARI				1		
ARMSTRONG SII Star Sapphire	1,763	O	0	2,645	17	0	250 G.T. Coupé FIAT	4,200	0	0	6,469		
Sapphire 346 limousin	61,710	U	0	2,866	7	0	500 de luxe 600	370 437			556	7	0
ASTON MARTIN	2,099						Convertible	457	0	0	679	7	0
DB Mk. III Convertible	2,050	0	0	3,076		0	Multipla 4/5 Multipla 6	537 540		0	811	7	0
DB4	2,650	0	0	3,976	7	0	1100 1200 Full Light	578 798			1,199		
ASTRA Utility	308	0	0	471	16	0	1400B	744	0	0	1,162	7	0
AUSTIN A.35 2-door	379	0	0	569		0	1900B 1900B Full Light	980			2,078	17	
2-door de luxe A.35 4-door	387 396	15	0	582	19	6	FORD Popular	295	0	0	443	17	0
4-door de luxe	400	0	0	601	7	0	Anglia	380 400	0	0	571		0
Countryman A.40	444	0	0	676	7	0	Anglia de luxe Prefoct	415	0	0	623	17	0
A.40 de luxe A.55 Cambridge	458 538	10	0	689 808	7	0	Prefect de luxe Escore	438 434		0	658		0
A.55 de luxe	570 689	0	0	856	17	0	Squire	463 545	0	0	695		0
A.95 Westminster A.95 de luxe	719	0	0	1.079	17	0	Consul de luxe	580	0	0	871	7	0
A.105	834 823	0	0	1,252	17	0	Convertible Estate cor	660 760		0	1,141	7	0
(automatic) Vanden Plas	835 982	10	0	1,329	12	0	Zephyr (automatic)	610 725		0	916	17	0
(automatic)	1,045	0	0	1,568	17	0	Convertible	778	0	0	1,168	7	0
Gipsy (diesel)	6 5 0 755	0	0	650 755	0	0	Estate car Zodiac	825 675	0	0	1,013	17	0
AUSTIN-HEALEY	445	0	0	686	17	0	(automatic) Convertible	790 873	0	0	1,187	17	0
100-Six	817	0	0	1,226		0	Estate car	895	0	0	1,343		0
BENTLEY Series S	3,695	0	0	5,542		0	FORD (American) Thunderbird hardtop	2.133	10	0	3,201	12	0
Series S L.W.B. Hooper	4,595 5,090	0	0	6,890 7,636	17	0	FORD (Canadian)				1,961		0
H. J. Mulliner	5,455	0	0	8,183 7,486	17	0	Custom 300 Fairlane 500 Town	1,307	0	0	2,066	17	0
lames Young Continental	4,990		-				500 Town Victoria Ranch Wagon	1,409	0	0	2,144	17	0
H. J. Mulliner 2-door	5,275 5,355	0	0	7,913	17	0	FORD (Germany)				1,054	7	0
Park Ward	4,995	0	0	7,493 8,078	17	0	12M 15M	702 763	0	0	1,145	17	0
lames Young 2-door Four-door	5,465	0	0		17	Ö	FRAZER NASH Sebring	2,500	0	0	3,761	7	0
BERKELEY Two-seater 328 c.c.	332	7	6	490	18	3	FRISKY						
192 c.c. de luxe Foursome	432 484	9	0	650 727	19	0	Coupé and Sport GOGGOMOBIL	332	0	0	499	7	0
B.I. TV.		0			7	0	Regent 300	329	0	0		17	0
501 2.6 502 2.6	1,638	0	0	2,458	7	0	Regent 400 Mayfair 300	342 416	6	0	514 625	16	0
502 3.2 502\$ 3.2	1.970	0	0	2,956 3,248	17	0	Convertible Mayfair 400	458 428	13	0	688 644	17	0
503 cabriolet coupé	3,500	0	00	5,251 4,651	7	0	Convertible	471	0	0	707	17	0
507 BORGWARD	3 100						Royal HILLMAN	473	0	0	710	11	0
sabella Combi estate car	830	0	0	1,245	7	0	Minx Special Minx de luxe	498 529	0	0	748 794	17	0
Touring sport	950	0	0	1,426	7	0	Convertible	598	0	0	898	7	0
BRISTOL	1,330	0		1,996			Estate car Husky	598 465	0	0	898 698	17	0
106 BUICK	2,995	0	0	4,493	17	0	HUMBER	840	0	0	1,261	7	0
3 Century	2,175	0	0	3,263	17	0	Hawk (automatic)	955	0	0	1,433		0
5309 Fleetwood	3,425	0	0	5,138		0	Estate car Touring limousine	975 920	0	0	1,463	7	0
5239D sedan de ville CHEVROLET	3,125	0	0	4,688		0	Super Snipe	995	0	0	1,493	17	0
Bel Air	1,410	0	0	2,116	7	0	(automatic) Estate car	1,160	0	0	1,741	7	0
Convertible	1.555	0	0	2,333	17	0	Touring limousine ISETTA (Gt. Brita	1,095	0	0	1,643	17	0
Nomad estate car Corvette	1,500	0	0	2,251 2,860	7	0	300	232	8	5	349		6
CHRYSLER 100C	2,740	0	0	4,111	7	0	JAGUAR	449	0	0	676	0	0
Convertible	2,960	0	0	4,441	7	0	2.4	996	0	0	1,495	7	0
mperial Crown	2,885 3,045	0	0	4,238 4,568	17	0	(automatic) Special equip, model	1,019	0	0	1,529	17	0
CITROEN	398	0	0	598	7	0	3.4 (outomatic)	1,114	0	0	1,672	7	0
D19 DS19	998	0	00	1,498	7	0	XK 150 hardtop (automatic)	1,175	0	0	1,763		0
DAIMLER	1,150			1,726			Special equip. model	1,292	0	0	1.939	7	0
One-O-Four Majestic	1,595	15	8	2,395	0	0	Convertible Mark VII	1,195	0	0	1,829		0
OK400A OK400B	2,795	14	5	4,195	0	0	(automatic)	1,331	0	0	1,997	17	0
Hooper Limousine		0		6,578		0	(autometic)	1,441	Ö			17	Õ

NEW CAR PRICES

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			Lin	.1 .	7		2				Louis		6k 1	
JENSEN 541	£ 1,43	5 1	0 0	2,15	3 1	7	d 0	RAMBLER De Luxe	1.25	0	0 0	1,87	6 7	0
541 de luxe 541 R	1,75	0 1	0 0	2,62	6		0	Super Estate Car	1,28	15	0 0	1,92	8 17	
Interceptor	1,80	0	0 0		1		0	Custom	1,35	0	0 0	2,02	6 7	0
Appia Series II	1,12	5 (0 0	1,66	8 1	7	0	Estate Car RENAULT	1,44	0	0 0	2,16	1 7	0
Aurelia Gran Turisn	10 2.23	0 (0 0	3,34	6	7	0	750	43		0 0			
Flaminia LINCOLN	2,50	0 (0 0	3,71	5	7	0	Dauphine (Ferlec clutch)	50 53		0 0	79	7 2	
Capri Première	2,600		0 0				0	Frégate de luxe Transfluide	89 98		0 0		3 2	0
Continental hardtop		2 10			5		ő	Domaine estate car	89				3 2	0
LP600	390	3 (0 0	58	6 7	7 (0	One-point-five	57	5 (0 0	86	3 17	0
LC600 Cabrio	427	7 (0 0	64	1 17	7 (0	Two-point-six	94	0 (0 0	1.41	1 7	0
LS600 Combi	405	, (0 0	60	8 17	, ,	0	(automatic) ROLLS-ROYCE	1,04	5	0 0	1,56	8 17	0
Seven Elite	690		0 0				0	Silver Cloud Limousine	4.59		0 0	5,69	3 17	0
Sports	1.021		0	1,51	1 2	2 (0	Hooper	5,18	5 (0	7.77	8 17	0
Club Le Mans 75	1,309						0	J. H. Mulliner James Young	5,550			7 621		0
MERCEDES-BENZ	2							Silver Wraith						
180 180D (diesel)	1,195	. 0					0	Park Ward 7-passenger	5,493			8,243		0
190	1,250	0	0	1,87	5 7		0	H. J. Mulliner	5,625	5 (0	8,436	3 17	
190SL 219	1,930						0	Hooper limousine 7-passenger	5,630	5 0	0	8,706	17	0
2205	1,595	0						James Young ROVER	5,680	0 0	0	8.521	7	0
220SE 300 (automatic)	2,600	0	0	5,40	7	0	0	60	899			1,349		0
300SL Roadster MERCURY (Amer	3,750	0	0	5,626	5 7	0	0	75 90	985			1,476		0
Medalist	1,503	0		2,25				105	1,085	5 0	0	1,628	1 17	0
Monterey Montclair	1,561	10		2,343	1 10			3-litre (automatic)	1,175			1,763		0
Parklane	2,224	10	0	3,368	2	0		Land-Rover II 88	640 740	0	0	740	0	0
Commuter estate car MERCURY (Canad	1,778 dian)	0	-	1				Diesel 109in Basic	730	0	0	730	0	0
Monterey Phaeton	1,481	0		2,222		0		Diesel 107in estate car	820 815			1,223		0
Montclair	1,716	0	0	2,575	7	0)	SIMCA ARONDE						
Phaeton MESSERSCHMITT	1,765	0	0	2,648	17	0)	Aronde 1300 Aronde Chatelaine	532 650		0	799 976	7	0
TG 500	435	0	0	651	5	8	1	Elysée 1300 Montlhéry	599 625	0	0	899 938		0
METROPOLITAN Hardtop	498	10	0	749		0		Grande Large (Flash)	679	0	0	1,019	17	0
Convertible M.G.	516	0	0	775	7	0	1	Grande Large (Special) SIMCA VEDETTE	705	0	0	1,058	17	0
MGA	663	0	0	995	17	0		Beaulieu	965	10	0	1,449	12	0
Hardtop Twin Cam MGA	724 843	0	0	1,087	17	0		SINGER Gazelle IIA	598	0	0	898	7	0
Magnette	714	0	0	1,072	7	0		Convertible	665	0	0	998	17	0
MORGAN 4/4 Series II	498	0	0	748		0		Estate car SKODA	665	0	0	998	17	0
Competition Plus 4 (TR) 2-seater	550 645	0	0	968	17	0		440	525	0	0	788	17	0
Convertible	693	0	0	1,040		0		Estate car 450 convertible	695 725	0	0	1,043	17	0
Plus 4 (Vanguard) Convertible	594 641	0	0	892 962	17	0		STANDARD						
MORRIS Minor 1000 2-door	416	0	0	625	7	0		Eight Ten	430	0	0	646	7	0
2-door de luxe	433	10	0	651	12	0		Pennant	485	0	0	728 743	17	0
4-door de lure	441	0	0	662	17	0		Companion estate car Ensign	599	0	0	899	17	0
Tourer	<16	0	0	625	7	0		Vignale Vanguard (automatic)	695 810	0	0	1,043	17	0
Tourer de luxe Traveller	433	10	0	708	12	0		Estate car	770	10	0	1,157		0
Traveller de luxe	488 555	10	0	734 834	12	0		STUDEBAKER Scotsman	1,130	0	0	1.696	7	0
Cowley Oxford III	589	0	0	884	17	0		Estate car	1,400	0	0	1,861	7	0
Traveller OLDSMOBILE	€65	0	0	999	17	0			1,490	0	0	2,101		0
88	1,820	0	0	2,731	7	0		SUNBEAM	695	0	0	1,043	17	^
Super 88	2.260	0	00	3,391	7	0		Rapier Convertible	735	0	0	1.103		0
OPPERMAN	283	0	0	425	17	0		TRIUMPH	699	0	0	1,049	17	0
Unicar T Stirling	360	0	0	541	7	o		TR3 Hardteb	734	0	0	1 102		0
PANHARD	702		0	1,055	0	0		TURNER	C71	0	0	0/2		^
Dyna Grand Standing Convertible	1,032	8	8	1,550	0	0		A.35 Sports VAUXHALL	575	U	0	862	17	0
PEERLESS G.T. 2-litre	998	C	0	1,498	7	0		Victor	498	0	0	748 781		0
PEUGEOT								Victor Super Estate car	620	0	0	931	7	0
203 403	633 796	9	1	952	11	5		Velox III Cresta II	655 715	0	0	983		0
Estate car	865	0	0	1,298	17	0		VOLKSWAGEN						
PLYMOUTH Savoy Vee-8	1,718	0	0	2,578	7	0		Basic De Luxe	435 505	0	0	653 75b		0
Belvedere convertible Savoy Suburban	1,790	0	0	2,686	17	0		Convertible	682	10	0	1,025	2 1	0
Fury	1,890	0	0	2,791	7	0		Karmann-Ghia coupé Convertible	929	0	0	1,235		0
PONTIAC Chieftain Catalina	1,980	0	0	2,971	7	0		VOLVO						
Bonneville Custom Super Chief Catalina	2,300	0	0	3,461	7	0		WOLSELEY	932	0	10	1,399	1.1	0
Super Chief Catalina Star Chief Catalina	2,040	0	0	3,061	7	0		1500	530	0	0	796		0
PORSCHE		0	0		7	0		Fifteen-fifty Six-ninety III	660 850	0	0	991		0
356A/1600 fixed head D-type convertible	1,330	0	0	1,996	7	0		(automatic)	955	Ö		1,433		0
Hardtop (detachable) Cabriolet (detachable)	1,450	00	0	2,176 2,236	7	00		THREE-WHEELERS	319	0	0	399	8 (6
356A/1500 fixed head	2,100	0	0	3,151	7	0		A.C. Petite I Bond 2-searer	222	0	0	279	5 5	9
Carrera hardtop Carrera Cabriolet	2,220	0	0	3,331	7	0		4-seater Coronet	254 360	0	0	319	8 11	
PRINCESS								Heinkel	320	0	0	403	6. 4	6
V limousine	2,250	0	0	3,376	7	0		Messerschmitt KR200 Reliant Regal	364	0	0	325 433	3 6	6
W.B. model	2,150	0	0 1	3,226	7	0		Tourette Senior	259	0	0	325	0 11	

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CONVERSIONS

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Mr. Hugh E. Kynaston has been appointed chief sales executive of University Motors, Ltd., Piccadilly, London, W.1.

Mr. R. Gardiner has been appointed manager of Freeman Oakes and Co., Ltd., the Austin distributors for the Sheffield area, who are members of the Kenning Group. This follows the retirement of Group. This follows Mr. H. G. Freeman.

The replacement sales division of the India Tyre and Rubber Co., Ltd., has been moved from Birmingham to the company's head office at Inchinnan, Renfrew. The general sales manager of the division is Mr. H. B. Mackenzie.

With regret the death is recorded of Mr. L. H. Wright, East Midlands divisional manager of the Firestone Tyre and Rubber Co., Ltd. He joined the company in 1925, and served with it continuously except while seconded to the Ministry of Supply tyre control during the way work. the war years.

Last Tuesday, 21 October, saw the opening of extensive new branch show-rooms at 452-470, Commercial Road, London, E.9, of the Zenith Motor and Engineering Works, Ltd. The company are retail dealers for several makes of car, but the main business of the new show-rooms will be devoted to used models of good quality.

Mr. J. B. Y. Hill has been appointed deputy sales manager of the national sales division by the Dunlop Rubber Co., Ltd. Since 1952 he had been district manager at Brixton, where he is succeeded by Mr. B. S. C. Gurney-Randall.

Mr. J. M. Thompson has been appointed deputy chairman and managing director of Harry Ferguson (Motors), Ltd., of Belfast, and Mr. Hugh C. Reid is now joint managing director. The company distributes Austin cars and com-mercial vehicles.

From the end of this month activities of the Tudor Accumulator Co., Ltd., are to be merged with those of the D.P. Battery Co., Ltd., of Bakewell, Derbyshire. They will produce and market the range of Kathanode and Tudor leadard batteries previously surplied by the acid batteries previously supplied by the separate companies. Mr. J. Nadin, O.B.E., of the D.P. company, will be chairman.

Information Sought

Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17476. Handbooks Required

"P.P."—1950 2-litre A.C.

"E.H."—1934 Triumph Ten

"F.O."—1937 21-litre S.S. Jaguar

"D.A.S."—1938 Rover Pilot workshop manual

"E.McA."—1939 Austin Ten

A "safety lane" was opened recently at the vehicle testing centre of the Measham Motor Sales Organisation, Ltd., by the Deputy Chief Constable of Leicestershire. The new installation enables the complete test as laid down by the Ministry of Transport to be carried out efficiently



Stirling Moss, Vanwall, Wins Moroccan Grand Prix on BP Fuel & BP Energol



1st VANWALL—STIRLING MOSS
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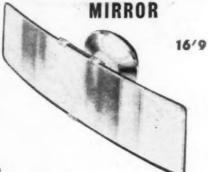


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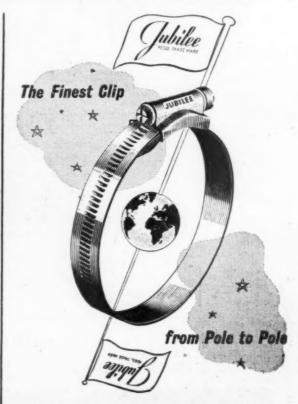


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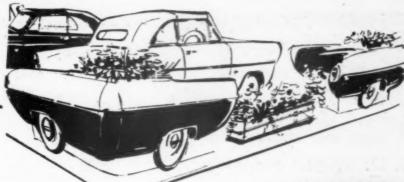
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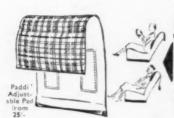
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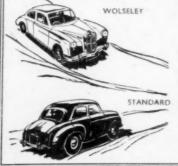
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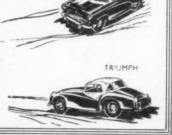




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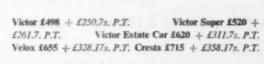


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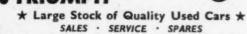
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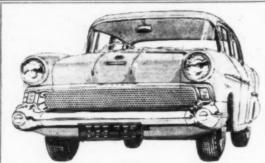
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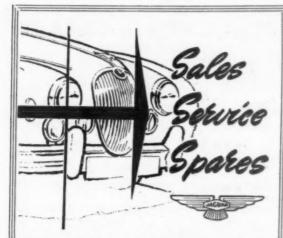


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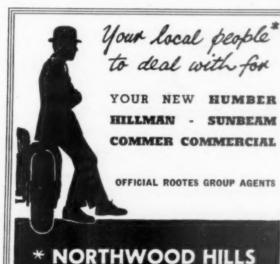
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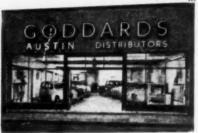
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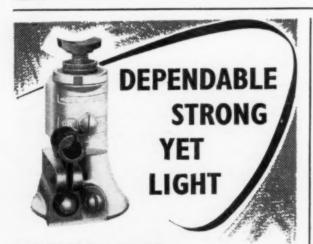
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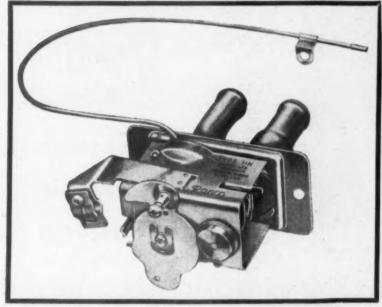
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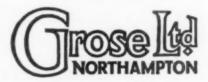
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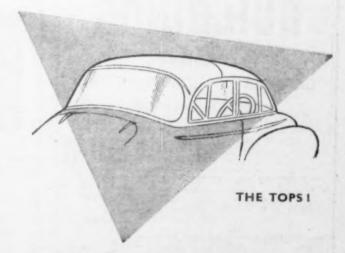


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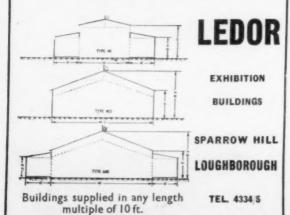
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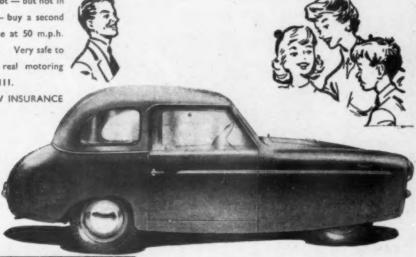
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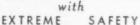
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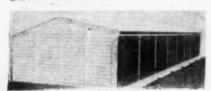
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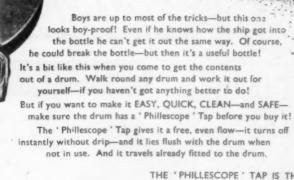
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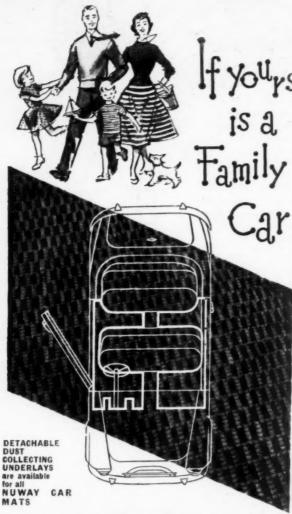
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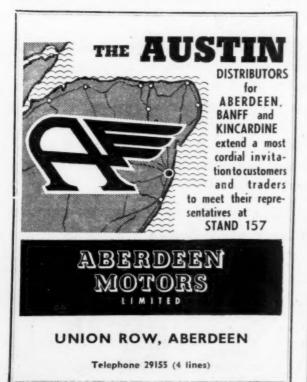
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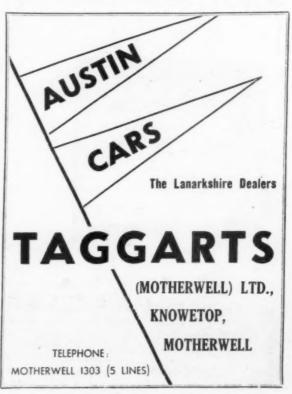
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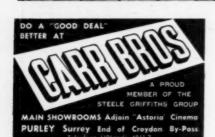
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OCTOBER 1958

Around the Auction Grounds

No. 3. FARNBOROUGH

WEDNESDAY'S SALE IS THE PREMIER SHOW

On February 15th, 1946, the first ever Southern Counties Car Auction was held at Frimley Bridges, just outside Farnborough on the Bagshot road. This month, 650 auctions will have been held there and the total value of the vehicles which have come under the hammer, on what was formerly the site of a miniature railway terminus, will be not far short of ten million pounds.

A Tent and a Chicken Coop!

The first Farnborough auctions were held The first Famborough auctions were held in a hired marquee; the first office was in a converted chicken house! Today, well-planned vehicle parks surround neat lawns and flower beds in front of permanent office and sale-room buildings. Farn-borough has become a model for all the other car auctions which the Southern Counties Organization now operates in the Midlands and the South.

FOUR OTHER REGULAR WEEKLY AUCTIONS

In addition to the Farnborough Auction, Southern Counties Car Auctions and Auto Auctions Ltd., also operate these other sales every week:

MONDAYS at CHICHESTER: Redskin Roundabout Chichester By-Pass Chichester 3315.

TUESDAYS at TUNBRIDGE WELLS: Agricultura. Showground, "ridge Road. Tunbridge Wells 1832/3. THURSDAYS at ALEXANDRA PALACE: 1 ondon. N.22. Tudor 5675.

THURSDAYS at BIRMINGHAM: Racecourse Bromford Bridge, Birmingham 34 East 0336.

All sales start at 12 noon and entries can be accepted up to that time Entry fee is 10/per vehicle and you can fix your own reserve price. No sale—no commission. Commission, it sold. 5%, with a minimum of £5 and a maximum of £15

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1956	MORRIS Minor saleon	£550	0	0
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0	£950	ROVER 90 saloon, black with red upholstery, very genuine, one careful owner	1955
0	£945	ROVER 90 saloon, black with red uphoistery, one owner	1955
0	£895	ROVER 75, finished sage green with green up- hoistery	1955
0	£760	ROVER 90, finished black with red upholstery, in first-class condition	1954
0		(April) JAGUAR Mk. VIII, fully automatic, finished in pearl grey, blue leath-r, as new, 5,000 miles	1958
0	£1.075	WOLSELEY 6,00 saloon, finished black with tan upholetery, fitted overdrive, special wheel discs, special radio with electric aerial and many extras. Immaculate, as new	1958

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T Abarth Zagato 2-seater, 95-100mph, 42-50mpg, treamlined saloon, silver, 5.000 miles only, £1,995, 4-seater saloons 95mph, 45-55mpg, choice of 5 £095; concessionaires for U.K.—Anthony Crook, Surrey, (Tet. 4590).

A.C.

NTHONY CROOK. A.C. distributors, offer:-

1958 Aceca-Bristol, silver, new; list price; available shortly.
1958 Ace-Bristol, red, oise brakes, negligible mile1957 Aceca-Bristol, blue, as new, 15,000 miles;
1950 A.C. seloon, excellent condition; £495.

OUR showrooms and specially coulpped workshops are situated within a few minutes of the AC factory.—High St., Esher (Tel. 45:0), and Hersham (Tel. Walton 687).

GATEHOUSE offer:—

1949 A.C. dark green: £395.—Gatchouse Motors, Ltd., Highgate Village, London, N.6. Mount-(C2021 DUNCAN HAMILTON & Co., offer:-

1956 Aceca fixed head coupe, special Ferrari red finish beige interior, fitted many extras including D-type Bristol engine, disc brakes, high axle ratio, Michelin x tyres etc. outstanding performance, one of the state of the s

CECA 1958 series, all extras, including Michelin Alfin brakes, 3 prong racing hub caps, one careft owner, negligible mileage, virtually indistinguishab from new.—142. Holland Park Ave., W.11. Par TUY SALMON AUTOMOBILES. offer:-

1957 (September) A.C. Aceca coupe. Bristol engine by makers; £1.995. - Portsmouth Rd. Thames bitton Friberbrook 5551-2-7 CORDON & GLYNN, A.C. specialists offer:

GORDON & GLYNN, A.C. specialists uner.

1950 A.C. 2-litre saloon, grey with red leather interior, all excellent tyres, full complete history, factory reconditioned engine 10,000 miles away, maintained by A.C. enthusiast regardless of a constant acceptable as aloon, in exceptional condition, overhauled engine, heater, taxed £445—60rdon & Glynn, 79, Cadogan Lane, Sloane 8.326.

Sioane 8326.
1948 A.C. saloon, radio, many extras, exceller condition, new engine; £345.—Fulham 5125.

AZ MOTORS offer 1950-1 A.C. sports saloon, most attractive, tremendous value: £295!—Palmerston Rd. N.W.6. Mai 4723.

J. H. BARTLETT.—1955 A.C. Ace. exceptionally good condition, with many extras; £250.—27. Pembridge Villas. W 11. Bayswater 0523.

J. H. Bartlett.—1955 A.C. Ace. exceptionally good condition, with many extras; £250.—27. Pembridge Villas. W 11. Bayswater 0523.

J. A. C. Bartlett.—1955 A.C. Acc. exceptionally good to the condition of the condition o

TYP-4. CECA-AC, genuine low mileage, carefully used specimen in deep metallesence blue, late property of elderly gentleman: £1,250.—Rudds, 41, High St., Worthin 7773-4

of elderly gentleman: £1.250.—Rudds, 41, http://dx. Worthing 7775-4 1957 series Ace-Bristol, British racing creen, \$1.000 miles, immaculate, history available, shown anywhere by appointment: £1.550 or near offer. P. Pike and Co., Ltd. Millbay Rd. Plymouth Tel. Plymouth 63018. [9320] 1957 heater, 1958 modifications, 9.000 miles, one owner, lust passed by A. C. Cars; £1.995.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth Elmbridges (2254).

254. Sins.—A.C. November 1949 2-litre sports saloon. [Ca081]
365 sns.—A.C. November 1949 2-litre sports saloon. suarantee: terms: exchanges: list: open 9-7 week-days and Saturdays.—Rowland Smith. Hampstead (Hampstead Tubel. Rampstead 20tre saloon, genuine 25,000 covers, 3 new and two original tyres, pale metallic mist green, outle unmarked: £955; distance no obiection; write—Owner. c-o Ottershaw Garage, Priory Rd., Bournemouth.

SEE SPECIAL FEATURES IN THIS ISSUE

On Pages 305 - 319

and Pages 320 - 321

A.C. Ace Bristol. Bouge Irise 1956-7 genuine A.C. Ace Bristol. Bouge Irise streamline hood, disc brakes, bumpers, twin spots, in fantastic condition, would normally cost nearly £2.400; offered at £1.495; exchanges welcomed: hire purchase FRED WARNELL, Ltd., 242-248, Wood St., off Lea Bridge Rd., Whipps Cross, £17. Copper Mill 1410, 19432

Bridge Rd., Whipps Cross, E.17. Copper sun. [9452]
1950 (March) A.C. 2-litre saloon, this is a genuine one-owner car from new finished in black with maroon leather interior, fitted twin new chrome pass lamps, screen washers, radiator blind, taxed yearly, all excellent tyres this car has been maintained regardless of cost and in really superb condition throughout. 5 months; guarantee; £855, terms.

Maintenance of the condition o

£349: [-A.C. 2-litre saloon 1949 (late), another hand-built example of the best type of English car, the finish and styling and general feel of the car are miles above average, beautifully maintained by private owner and in exceptional condition throughout, we feel that this car will give outstanding service and lots of pleasure to someone who appreciates something a little different, terms and exchanges.—Hamp-stead Cars. 176, Finchley Rd., N.W.S. Hampstees 19421.

ROWLAND SMITH'S, the A.C. ouvers: highest cash prices.—Hampstead High St., N.W.S. Ham, 5041 A CECA. low mileage, required.—Chipstead Motors, 1rd., 142 Bolland Park Ave., W.11. Park 3445-6.

GATEHOUSE MOTORS pay cash for good tsed A.C. cars.—Hightate Village, London, N.6. Mount-view 4444.

GOOD A.C. required immediately.—G. Edwards, Amenbury Lane. Harpenden, Herts. Harpenden (W2000) (W2000)

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POR good used A.C. saloons and Bucklands, specialised repairs and spares, coatact.—Fletcher & Co.
32. Beckenham Rd., Beckenham, Kent. Beckenham
7744.

ALFA-ROMEO

1956 (late) Alfa-Romeo 1900 super, one owner, one owner, one owner, quite as new, perfect history; WOKING MOTORS (MAYBURY HILL), Ltd. C4057

J. H. BARTLETT.—Alfa-Romeo Giulietta sprint drop head 2-seater, low mileage, almost as new: £1,900. —27. Pembridge Villas, W 11 Bayswater 0525. [C1013 1954 1900 saloon, deep carriage green, excellent condition; £1.075 —Rudds. 41. Eigh St...

ALFA Super Sprint, Dec. 56, 11,000 miles. Superleg-gera body, chrome wheels.—Milburn, Ave. 1270 Frc. 3921 evening 9455

Pre. 3921 evening

MAIN agents, George Boyle (Sports Cars). Ltd

Wheatsheaf Garage, Mollington, Chester; demontrations, sales service—Tel Great Mollington 553-4-5.

A LFA-ROMEO Guilletta Sprint wanted. -13. Grove J. H. BARTLETT.—Consult us before selling or ex-changing your Alfa-Romeo.—27, Pembridge Villas, W.11. Bayswater 0523. [W1013

SALES & WANTS

Turn to Page 304 for Advertisement Form

Alfa-Remes Spares
THOMSON & TAYLOR
spares and service for all
nouth Rd.. Cebham 2848-9.

DERFORMANCE CARS (Enling 8841) unique selection (138 6478) on page 1.

A Z MOTORS offer 1949 special aports smoon, reton towerhault bargain £1951—Palmerston Road,
N.W. 6. Mail. 4723.

By Coupe. outstandingly good throughout, many
coupe. Selection — Richards & Cart. Ltd.,
Kinnerton St. 8.W. Belgardus 571. (23M5)

R OWLAND SMITH'S, the Allard buyers, nighest cash prices.—Hampstead High St., N.W.S., Ham, GOH.

A DLARDS MOTORS (Allard main distribulors) buyer or exchange Allard cars.—S. Keewick Rd., S.W.15. Vandyke 1155

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SEE the rew Alvis 3-litre by Park Ward in our showrooms.

103. New Bond St. London, W.1. Mayfair 8551. (C1029 GATEHOUSE offer:-

1954 Alvis Grey Lady, in immaculate condition, 1954 Alvis Grey Lady, 34,000 miles only, dual 1937 Alvis Silver Eagle drop head coupe; 495.

CHOICE of 1 TA14 saloons from £435.—Gateho Motors, Ltd., Highgate Village, London, Mountview 4444.

ERIC HAYES, Ltd., offer:—

1951 Alvis 3-litre saloon, 1952 specifications, 1951 finished in black with tan upholstery; this car is immarglate and in super's condition: £825 - 15. Bishop's Bridge Rd.. W.2 Ambassador &266. (C203) SWANMORE GARAGE, Ltd.

1955 series Grey Lady drop head coupe in history; £875.—1176-1180, Christonurch Rd., Boschistory; £875.—1176-1180, Christonurch Rd., Boschistory; £875.—1178-1180, Christonurch Rd., Boschistory; £875.—1178-120 MOTORS.

1953 series 5-litre sports calcon, recorded mileage heater, pass lamps, chrome rims, etc., specimer. GREY Lady, very low mileage, absolutely immaculate, many extras, really beautiful car.

4.3 with cut-away sides, red and black, believed only 6 in existence.—142. Holland Park Ave. Will Park 3445-5.

1950 Alvis 18 saloon, really good condition and most attractive appearance in marcon and

stev 5385 Garage Service Co. Ltd. 1015 Finchley Re Garage Steven N.W.11. Speedwell 4411. IC2019 1949 Alvis TA drop head coupe. 6385. — Le Gris-vine Company of the Company of the Company Steven Company of the Company of the Company of the Company Steven Company of the Company

sington 2477

1956 19,000 miles only, ex. app. and order;
Clayton's Cars (London). Ltd. 17 Bruson
London. W.1 Hyde 9184

LV18 14 TA saloon. first registered 1955. alidin
house immaculate: 625 - Bridge Motors. Leath

1954 (June) Aivis Grey Lady TC21 100 saloon, dition: £675.—Gilbono Sports Cars, Lvadhurst Rd. Christchurch, Hants Tel Hishchiffe 2275. (2109 1952 excellent condition, one owner, taxed; £485 Lewisham Car Mart 215. High 8t. Lewisham S.E.15. Tel. Loe 1385.

S.E.15. Tel. Lee 1983.

1951 Alvis 3-litre saloon, 1952 modifications mirrors, immaculate; 2475.—Newbery Cars. Ltd. well Hill, N.10. Tudor 3594.

1951 Alvis 3-litre saloon, heater, guarateed; 2380; payments.—Oldfield, 386, Keton High St., W.14. Wes. a651

1937 model Alvis Speed 20, 2 careful owners from new, perfect condition; 2165; must be seen.

Stepney Green 5405.

1954 (July) Alvis Grey Lady saloon, grey with red leather, sunshine roof, one owner, 26,000 miles, immaculate condition; 2695.—H. Pope & Sons, Ltd., 39-45, Ballards Lane, Finchley, N.3. Pin. 0115-27.

275 gns.—Alvis 14 December 1947 saloon, sliding choice of 5; terms; excharges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 5041.

L OW Alvis 3-liter saloon wanted.—Gordon Wooder son, 48a, Drewstead Rd., S.W.16. Streatham 863, [W45] Son, 48a, Drewstead Rd., S.W.16. [W4055]

ROWLAND SMITH'S, the Alvis buyers; highest cash prices,—Hampstead High St., N.W.3. Ham, [W4018, R]

GATEHOUSE MOTORS pay cash for good used alvis Gars.—Highgate Village, London, N.6 [W2021] GREY Lady, low mileage, TC21/100,—Chipsteac G Motors, Ltd., 142, Holland Park Ave., W.11. Park GOOD Alvis required immediately.—G. Edwards.
Amenbury Lane, Harpenden, Herts. (W2000)

SERVICE and spares for Alvis cars.

JAMES (LONDON), Ltd. #32, Finchley Rd., Golders Green, N.W.11. Speedwell 6762; MANCHESTER, Advis repairers and spares; main agents.—A. Freenian, Ltd., Grosvenor Garage, Burnage Lane, Manches-fer, 19, Rus, 2874-5, 10653 R

SCOTT CARS Offer:

NEW unregistered 1952 Ford Fairlane 500, right-hand drive. Fordomatic transmission, radio, heater, list price; part exchange welcomed.
SEE our advertisement under Buck, Cadillac, Chevoneth, Studebaker.
SCOTT CARS, 541-547, Finchiev Rd., Hampstead, London, NW.3, Hampstead 876-7779 [C4016]

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NEW r.h.d. Pivmouth 8-seater station wagons.

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1957 r.h.d. Ford Ranch george 1958 and constitution of the control o

R.H.D. Chrysler, Plymouth and Ford Fairlane saloons.

1958 r.h.d. Plymouth and Ford Fairlane saloons.
1958 r.h.d. Plymouth Belvedere, automatic, radio.
1957 l.h.d. Oidsmobile 88 Holiday saloon, fully equipped, 22,250.
1956 l.h.d. Golden Hawk, 5-passenger, automatic, power sterring, radio, heater, £1,750.

1956
1955 r.h.d Rambler saloon, radio, heater, overdrive; E825,
1954 l.h.d. Rambler Country Club 2-door hard top
01-95, Fulham Rd., South Kensington, S.W.5, Tel.
(C4028

SULLIVAN CAR SALES offer:-

NEW unregistered Ford Fairlane 500, r.h.d., automatic transmission, radio, heater, list price; part exchanges welcomed.

1958 Fairlane Victoria 4-door pillarless, power throughout, 5,000 miles only, turquote blue

and white throughout, Scott miles only, torquoise blue 1958 blue and white, one month old.
1956 Ford Mercury Monterey; 21,250.—Acc 7,660.
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1958 Thunderbird convertible, 1957 (November) Chevrolet

(November) Chevrolet Bel Air convertible, automatic transmission, power operated hood, d. 8,000 miles only, absolutely as braind new it £1,500.
Cacillae Sedan de Ville, July, equipped with automatic transmission, power steering, seats, windows, etc., self-seeking town and gadie, 20,000 miles only, a magnificent ex-1956

95, ord Fairlane Vittoria, in absolutely brand we condition throughout, quite unbelieving £1,195, udebaker Champion, r.h.d., radio, heater, low mileage, most beautifully main-1956

1956

1930 etc., low mileage, most beautifully man-tained; £1.295, Customline r.h.d. automatic trans-1955 mission, radio, heater, etc., 2-tone finished 21.000 miles only, in outstanding condition: £1.095, 1954 Oldsmobile Super Rocket 88 4-door sedam, with a condition of the conditi

1954 Ford Mercury Monterey, fitted radio, hester, overdrive, etc., in unbelievable condition for

1954 Ford Mercury in unbelievable continuous coverdrive, etc., in 1953 Ford V8 Gustomline Estate car, r.h.d., in 1953 Ford V8 Gustomline Estate car, r.h.d., in magnificent condition throughout; £595.

ALL the above and many more to choose from: terms and exchanges our speciality: demonstrations without obligation anywhere arranged; open 9 till 8. Sundays 10 till 2, Lincoln Street Motors (B'hamitale, 1a, Lincoln St., Ealsall Heath. Tel. Calthorpe [T3068]

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FIRST in American cars; £300-£6.000 NEW and used-early and immediate delivery.

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R.H.D. Fairlane 500 town sedan, town Victoria, automatic, r. & h.; immediate, H.D. Custom 500; early delivery.

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THUNDERBIRD 4-seater hardtop and convertible, all power equipment available, early delivery.

MONTEREY 4-door and 2-door hard top, all power equipment available; early delivery.

MONTCLAIR, same as Monterey, convertible, same

More details. Series, Phaeton sedan 4-door, hard top.

PARK Lane Series, Phaeton sedan 4-door, hard top.

PARK Lane convertible, same details

MERCURY Turnpike cruiser, full power equipment, plus electric rear window; early delivery. COMMUTOR station wagon, all power equipment VOYAGER, station wagons, all power equipment available, 4-door 6-passenger.
COLONY Park station wagons, all power eq ipment available, 4-door 6-passenger, early available, 4-door, 6- and 9-passenger, early

CAPRI 2- and 4-door saloon and hard top, all power equipment available; early delivery.

PREMIER 2- and 4-door saloon and hard top all power equipment available; early delivery.

CONTINENTALE MARK III 2-door hard top coupe all power equipment available, early delivery.

CONTINENTALE MARK III convertible all power equipment available, early delivery.

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CHRYSLER Now Yorker early delivery.

R.H.D. Custom Royal 4-door saloon, power brakes, automatic, r. & h.: early delivery.

R.H.D. Plymouth Fury 4-door sports sedan, power brakes, automatic, r. & h.: immediate delivery.

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P. D.YMOUTH Plaza 2-4-door sports coupe, saloon, sill cover culptoment available, early delivery.

P. LYMOUTH Fury 2-4-door sports coupe, sports sedan, power equipment available, early delivery.

PLYMOUTH Fury 2-4-door sports coupe, sports sedan, play power equipment available; early delivery.

PLYMOUTH Fury convertible coupe, all power equipment available; early delivery.

CHRYSLER New Yorker 4-door hard too sedan, all power equipment available; early delivery.

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Chrystler New Yorker convertible coupe early delivery.
CHRYSLER New Yorker convertible coupe early delivery.
CHRYSLER Windsor town and country station ragon.
1958 accommended to the convertible and the convertible automatic transmission, r. & h. all power equipment.
New unresistered Ford Thunderbird convertible, automatic transmission, r. & h. all power equipment.
New unresistered Ford Thunderbird convertible, automatic ransmission, r. & h. all power equipment.
New unresistered Ford Thunderbird convertible, r. & h. power brake, stering, seats, windows, all extras.
1958 Chetrolet Bel Air, r.h.d., immaculate conditation of the convertible of the convertible.

1953 Bulck special convertible, dynaflow, radio, ENGLISH, American and Continental cars taken in part exchange, terms, insurance and tax facilities.
345-355, Bulch Rd., Wembley, Middx, Wem. 5903/DENHAM MOTORS, East Molesey, Ltd., offer:—

1956 Dodge Kingsway Powerflite automatic de only, finished in powder blue with dual colour uphoistery, power brakes, radio, heater, fitted clear-view seat covers, new tyres just fitted, very economical taxed, immaculate condition throughout, unrepeatable; £1.550.—Molessey 5485.

1955 Oldsmobile Super 88, power steering, brakes, transmission, one owner, absolutely as brand HEWITTS GARAGE, Ltd., High St., Amblecote, Stourbridge, Tel. Stourbridge 5138. [C2138]

245 gns.—Dodge 1947 25.5hp de luxe saloon, r.h.d. pastel blue, brown leather, heater, Ace Rimbel-lishers, very good condition; terms; exchanges; list open 9-7 week-days and Saturdavs.—Rowland Smith Hampstead (641). C4018

1957 Nash Rambler V8, finished in maroon, low mileage automatic transmission, power steering and brakes air conditioning, radio, heater, clearette lighter, seat covers, reversing lights, reclining bed seats continenta tyre melt, only Rambler of its kind in the rountry, NASH CONCESSIONAIPES, Ltd., Albany St., N.W.I., Fuston 5558

CHARLES POLLETT, Ltd., offer:

1955 Ford Pairlane r.h.d. estate car, 14,000 miles, colour green, magnificent vehicle, extremely 1933 colour green. magnificent vehicle, extremely practical; £1.275. SHOWROOMS: 18, Berkeley St., London, W.1. May-fair 6266. SERVICE and Stores; Barnsdale Yard, off Elgin Avc., W.9. Cunningham 5956.

DESBOROUGH PARK AUTOS fer:-

1956 redistered Chevrolet power convertible, black-dition all round: £395, 1951 Nash Ambassador saloon; £525,

1951 reg. Buick convertible, cream, radio, heater; 1948 Flymouth de luxe, right-hand drive, every extra; £265, 1948 Chrysler Town and Country saloon, every extra; £195,—Caford 75551, [2129]

1957 Ford Fairlane 500 ranchwason, green with automatic transmission, etc., 20,000 miles, in as new condition.—Francis Motors, 393, Humberstone Rd., Letester. Tel. Leicester 66504.

BARNEHURST GARAGE, Ltd., 1-9. Barnehurst Rd., Bexleyheath, Kent. Tel. Bexleyheath 725, 9159. DISTRIBUTORS for Kent for all Canadian and American Fords; showrooms 12 miles from Earla

INCOLN Continental Mk. II.

Trocin Continental Mk. II.

The late property of Royalty, finished in colourful royal and powder opalescent blue, with matching hide interior, fitted with every American press-button extrawagance including power steering, power braker, ing including Frigidaire system, heaters, self-seeking radio, white side wall tyres, etc., etc., etc.

A VERY rare and unique American model and definitely the only one for sale today in England; we quote here the original list price £7.900; we are prepared to accept £3.400 less than cost for this fast and safety drive, futuristic of design and fascinating to the eye, fabulous motor car.

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1959 Ford Fairlane town sedan. 959 Ford Thunderbird 4-seater.

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1958 brand new Fairlane town victoria.

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the finest selection of new and used American cars in
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1958 Chevrolet Corvette, "the sports car of the
radio, air-conditioning, power brakes, electric windows,
power-operated hood, auxiliary hard top, 5,000 miles

1959 Chevrolet r.h.d. and l.h.d. Impala pillarless saloon, available for early and immediate

delivery

1958
series Edsel Pacer 4-door pillarless sedan.
every extra. 12.000 miles; £2.495.
1957
Oldsmobile Super 88 Holiday sedan, every
conceivable extra; £2.395.
1956
Oldsmobile Super 88 convertible. Hydramatic,
nower brakes, power steering; £1.795.
1956
Oldsmobile Super 88 sedan, every extra;
power brakes, power steering, radio, heater;

power brakes, power steering, radio, heater; £1.485.

Chevrolet r.h.d. Bei-Air 4-door sedan, radio, heater; £1.145.

Chevrolet l.h.d. Bei-Air sedan, radio, heater, £945.

Sep45. Chevrolet l.h.d. Bei-Air sedan, radio, heater, £1.085.

Ford Customline r.h.d. 4-door sedan, Fordomatic, radio, heater, £1.085.

Chevrolet 210 4-door r.h.d. 6-cyl. radio, heater, £3.000 miles, Bodoor sedan, Dynatoir heater, £3.000 miles, Bodoor sedan, Dynatoir heater, £3.000 miles only £895.

Ponitac r.h.d. 4-door Chieftain sedan, £8.000 miles only; £895.

British & COLONIAL MOTORS, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 5586, £1.027

Martin's Lane, W.C.2. Temple Bar 3588, [71027]

INCOLN Continental convertible Mark III, one month old, 600 miles only and the only one in England; the word in luxury motoring, finished the converge with interior to match, fully equipped with the converge with interior to match, fully equipped with the converge with the converge converge with the converge converge to the converge converg

MANTED 1956-7 Ford Fairlane.

GB MOTORS, Ltd., 199-201. Brighton Rd., South Croydon, Cro. 2652-5.
LEX — Sole distributors in the U.K. for Oldsmobile LEX — Folk distributors in the U.K. for Oldsmobile LEX GARAGES, Ltd., 2 Lexington St., Plecadilly.
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PASS & JUYCE, the Armstrong Siddeley people, offer miscellaneous selection of used Armstrong Siddeley

Sapphires.

A L these cars have been carefully inspected by considering the control of the contr

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1954 Armstrong Sapphire saloon, preselector, grey with red interior; £685.

1956 Armstrong Sapphire saloon, syncromesh, one owner, black with brown interior; £865.

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AMSTRONG SIDDELEY specialists for new or used Armatrons Siddeley sales and service.—Portsmouth Rd., Thannes Ditton. Emberbrook 5551-2-3 [C4001 VARE MOTORS, Ltd.

1955 Armstrong Siddeley Sapphire saloon, auto-low mileage; immaculate bargain at £675.—472. Arch-way Rd., Highgate, N.6. Mountview 9039 and 5506.

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1955 (model) Armstrong Siddeley Sapphire, finish in pearl grey/black, with green interinited preselector gear box, 25,000 miles only, in thands of one careful owner, £675,—102. London and High St., Kingston-on-Thanes. Kingston 35

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1954 Arinstrong Sapphire, one owner, blue: £595

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1948 Armstrong Hurricane drop head, excellent
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Condition: 2445.

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234. Langham grey, 1957, mileage under 20,000.
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1954 Armstrong Sapphire, dual green, synchromesh
well maintained, very good history; 2596,
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Tel. Riverside 6677-8.

RMSTRONG SIDDELEY 1954, 2675: elephant greey

Tel. Riverside 6677-8. [C204: ARMSTRONG SIDDELEY 1954, £675; elephant grey, red interior, radio, heater, 26,000 miles only, excel-ient condition, taxed.—Hazels Garage, Amersham 1277, 1278. [904]

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ome owner, exceptional; written guarantee: terms; exchanges.—Rowland Smith. below.
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1861 Sapphire salcon,
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1863 Sapphire salcon,
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1865 Sapphire salcon,
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A RMSTRONG SIDDELEY Sapphire, 1954 (late), preselector gear box, heater, showroom condition; £550.—65, George St., Weston-super-Mare. Tel. 2142.

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ARMSTRONG 536 Preselectric 1655, this car was specially built and prepared by Armstrongs at a cost of approximately £5,000 as a works entry for the Monte Carlo Raily and has since been maintained by them in 100% condition for one careful owner, the performance is really outstanding and the seneral condition for 27,000 miles is excellent, the complete history can be checked at Armstrongs and is offered as a perfect car at £725, for any trail or part exchange, except 25255. The Car Park Change, Ltd., Lee £1, Lelcester 1935.

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ALPE & SAUNDER'S Ltd., require configure to sauce to save the safe time. The same to save the same to save the save time. A&S Ltd., Providence Court. North Audiey Street Ltd., Providence Court. North Audiey Street A&S Ltd., Providence Court. North Audiey Street A&S Ltd., Providence Street Ltd., North Audiey Street Court. North Audiey Street Ltd., Washington Street Court. North Audiey Street Court. North Audie Street Cour

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highest cash prices.—Hampitead High St., N.W.3.
Ham, 6041. [W4018 R
ALMOSI new Armstrong required immediately,
Morley 76. Cambridge Rd., Kingston, Kingston
[W5016]

Armstrong Siddeley Spares and Service

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GW-Two magnificent Astons. JEAN BLOXAM'S DB3S coups oyster grey with re hide, the festest grand touring car in the countr immaculate condition, full details to genuine enquirer

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1955 3-litre DB2-4 saloon.

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NEW Mark III saloon and drop head coupe for early delivery.
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1954 Aston Martin DB2-4 in original red/beise hide, proved works history and works maintained for top condition, a really nice car; offered at £1,355 — Exmouth 3045/2567.

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1958 (July) Aston Martin DB Mk. III saloon.

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1958 (Helphan Street, are bide, 5,000 miles only, fitted high compression head, win exhaust brand new car offer extra 5,550 — Hannorth, Rd. (Hounshow Ean Tubus, Midds, Ed.) 9309-0175. (C1113 PREFORMANCE CARS (Ealing 5141) unique selection (199 cars) on page 1. [C3041 See Noel Roscoe, Ltd., showroom window on page 2.04. [C315]

DB2-4 fixed head colue. May, 1956, 22,000 miles, immaculate, many extras; £1,900 o.n.o.-Tel. East Grinstead 46.

1955 maculate throughou, beautiful specimen. many extras; offers over £1,585,—Box 8635, [6741]

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Migh St., Worthing 7775-4. [2586]
1953 Asion Martin DB2, colour carriage green, low mileage for year, condition of car absolutely press classes. [252]
1954 Asion Martin DB2-4, radio and heater in faultless condition, new tyres recently fitted: 1,750.

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Limousinks 1957 series, L.W.B. Preselectric Sapphire, cloth rear, widest forward occasionals, bester, radio, one owner, private, black, 13,900 miles only, almost new; £1.795; another, late 1955, specification similar, 20.000 miles only, private; £1.840. St., JACK ALPE LIMOUSINES, 50. Marylebone High. St., Jack ROSE, Ed., offer:—1955 (august) Aston Martin Limousing and the strength of th

1955 5-litre DB2-4 saloon, every extra and in tertain interesting exchange proposition.

A. B. PRICE, Ltd., Rardwick House, Studiey, Warks, 19505 (Nov.). Aston Martin DB2-4 3-litre alson, bausts, Michelin X tyres and other extrast 21.625-400 (Nov.).

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1935 supercharged Phaeton, and believed genuine
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[C4024]

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£85 -1938 Austin 8hp. super reconditioned en

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AUSTIN A30 H A. SAUNDERS, Ltd., 856-882, High Rd. North Finchley, N.12, Hilbsde 5272 (6 lines). [C4052 CROPTON GRAGGES, Ltd., 856-882, High Rd. North

1955 Austin A50 2-door de luxe, finished in black with red interior, one owner from new; £425, —132. Whitechapel Rd., Bishopsgate 5393. [Cl139 PERRY'S OF BOWES ROAD offer:—

1955 A30 2-door saloon, green, heater: £425.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128] WARWICK WRIGHT, Ltd., offer:—

WARWICK WRIGHT Ltd., 593, Edgware Rd., BON & FORTER, Ltd. Austin agents.

1956 (July) Austin A50 Countryman, one owner, CASTELNAU, S. W.13 (Nr. Hammersmith Bridge), Fiv. 4444, ENDON CENTRAL GARAGE, Ltd., offer:—

Hendon Central Carage, Ltd., offer:—

1955 (Nov.) Austin Alo 4-deer salcon, one owner; £570, chince of two—watered way, Hendon 2006, 2007,

| CS010 | 1955 | (November) A30 2-door de iluxe saloon; £420. | 1955 | Rawlines Tudor Garage, Ltd., 928-931, F.j., ham Rd. S.W.6. Renown 2281. | C41.52 | 1956 | A30. grey, reconditioned engine, spoties: A30. grey, reconditioned engine, spoties: High St., W.14. Western 2512. | C4019 | C

High St., W.14. Western 2312. [CaOl9 345 ms.-Austin A30 1955 4-door saloon, heater, one 5: terms: exchanges: list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) [CaOl8]

Hampstead 6041.

Austin A36 Cars Wanted

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[W4018 & Hampstead High St., N.W.3]

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OFFER with six months' guarantee.

£535.—Austin A55 2-door, heater, 7,000 miles, reg.
CAR MART, Ltd., 520. Euston Rd., N.W.I. Euston 1212.
[Closs

H. A. SAUNDERS, Ltd.

1958 Austin A35 4-door saloon, apruce green, green 1958 Austin A35 4-door saloon, island blue 1958 Austin A35 4-door saloon, island blue 1958 Austin A35 4-door saloon, island blue 1958 Austin A35 Au

AUSTIN A55 1958 A55 de luxe, grey or blue, heater, radio, ex-Kingston By-pass, S. W. 20. Malden 5666-7. [C2115] XX 1958 Austin A55, extremely good car, mic-age under 10,000, one owner since nex, Edwards, 26-54. Upper High St., Epsom. Tel. Scit.

1958 Austin A55 de fuxe saloon, black red, E750 Trinity Cars, Ltd. 94, North Side, Wands Common, S W 18 Vandyke 1166. Common, 8-W-19. Vandyke 1106.

Austin #55 Cars Wanted

A LMOST new M55 req i.red immediately.—Morley, 76,
Cambridge Rd., Kingston. Kingston 8985
[W5016]

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USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

. F. DOVE, Ltd. offert £399 1957 A35 2-door saloon, one owner, blue; £465 SW 19. Tel. Liberty 3456. (C197 C. S. RALL. Ltd., offer:— S.W.19. Tel. Liberty 3456. (C1977)
G. S. RALL. Ltd., offer.—

USTIN A55, 1957, blue with blue upholstery, 11,000 miles, immaculate condition, £499—502-506. King St. W. 6. Riverside 280. (C2100)
R. HARDY & Son offer.— 1957 Austin A55 2-door de luxe specially prepi grant on us. 6495 - 52-55, Marylebone High St., W.I., Hu ARVIS OF WIMBLEDON, 100se B.M.C. dealers 1958 A55 2-door d 1 saloot, green, heater, on arvis & BONS, Ltd. 8 W 19. Liberty #221, Wine D J SHEPHERD & Co. (ENFIELD), Ltd., offer 1958 Austin A35 2-door saloon, one owner, gemuine D. J. Shepherd & Co. (E. Hield), Ltd., 456, Hertford Rd., Enfield Howard 1655, 1646, 1646, London, 2500 miles; E495, Streatham Hill. Tul., 222 ones 1956 de luxe salonn, heater, grey, £492; also black, £412 Bridge Motors, Leather 1958 (July) 2-door court grey red uphols 1958 Austin A55, 4-door on luxe, blue, blu 1958 Austin A55 2-door de luse, undersealed visor, heater, 1,500 miles, new cond ## 2505.—Har 7529.

1957 price, £455.—L. F. Dove, Ltd., 115. A. combe Rd., Crowdon, Addiscombe 8066.

1958 (Oct.) 2-door saloon, heater, 200 miles with the saloon of the tron E365 540, King St., Hammersmith, We 1957 A Austin A55 2-doop selection in blue laker (Automobiles), Ltd. 200, Kettering Rd., ampton. Tel. 4573 495 miss owner, written gun 495 miss. Auatin A55 1957 saloon, grey heater. 495 miss. Auatin A55 1957 saloon, grey heater. 495 miss. Auatin A55 1957 saloon, grey heater terms, exchanges; list; apen 9-7 week-days and days. Howland Smith, Hompitead (Hampitead Hampitead 1957 Austin A55, Inished in green. XAX saloon, very lew mileage one owner 4455, written guavanite terms, exchant I. F. Edwards, 26-54. Upper High 81, Epsom 541 XX 12:31 (Marchi A35 2-door valoon, 1020;1 cat heater written guranic £515, terms exchange, if F Advards, 54, Great Titchfield St London W 1 Langham 6012 WARWICK WRIGHT, Ltd., offer 1947 Austin 10 saloon, black, brown upholstery 2325.

ARWICK WRIGHT, Lid., 593, Edgware Rd WRIGHT, Lid., 593, Edgware Rd VARWICK WRIGHT, Ltd., 595, Edgware Rd., N.W.2. Gladstone 0041 [Col.137] 1946 Austin 19, exceptional condition: £250, h.p. arranged...E. Casey, Willenden 4548, [Col.15] 1946 Austin 10, exceptional condition, £250, h.p. arranged—E. Caser, Wilesden 4546. [C115]
1954 Austin Aio convertible, leather, heater, nutstanding condition, £459; Rd. Hampstead, London, N.W.S. Hampstead, 1957 Firehley Rd. Hampstead, 1955 Austin Augustead, 1957 Firehley Rd. Hampstead, 1957 Firehley Rd. Cromwell Rd. Kensings Rd. Mallor Rd. Rd. Cromwell Rd. Kensings Rd. Mallor Rd. Cromwell Rd. Kensings Rd. Ado Sports '55, G05 recond, engine, £355. Seven Austin A40 coupe, 1954, one owner, heater and many extras; £450—Tel Grimsdyke 1559. [935]
1954 Adous saloon, as new uppearance, one owner, exceptional mechanically, footer, guardent for the first transfer and the first transfer and the first transfer and the first transfer and tran 1515 4 Ado Sumerst Saloud extras, £445. Ravilina Saloud extras e 450 other cars available, see display and CAMDEN MOTORS Leighton Buzzard 2041.

Campen Motors Leighton Buzzard 2041. 1956 Austin A40 de luxe, one owner, 10.000 miles Ewell, Surrey. Ewell 2382. Feell, Surrey. Ewell 2582, 1953 A40 convertible, heater, guaranteed, also 1952 A40 selson, radio, heater, guaranteed, taed, £340, Oldfield, 586, Kensington High St., 1953 Austin A40 convertible, grey, one Dove, Ltd., 115, Addiscombe Rd Croydon

rondition (Brownia d. Arratia and terms 472 Ado Devon saloon, out-1dd, W 12. Austin, A40 Somerset, asloom, finished grey with being upholstery, fitted heater, wing mirror, beautifully maintained by one owner, run only nominal milesus; £369—Tel. She. 5695, 165, 1656. Goldhawk Rd., W.12

Austin A49 Cars Wanted

ROWLAND SMITH'S, the A40 busers, highest
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E81 W 15. Western 2312
E81 W 16. Western 2312
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Cricklewood Bry. Lendon, N.W.5. Gladstone 2254.

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W J BROWN, Ltd. 559 Finchley Rd., N.W.3. Hum. 2984.

H. A. SAUNDERS, Ltd. 1957 Austin A55 solvens, choice of several from 1958 Austin A55 de luxe saloon, tweed gred, red updatety, recorded mileage 4.600, heater; F795.

A. SAUNDERS, Ltd. 836-842, High Rd. North
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THE CAR MART, Ltd. SOLE London Distributors OFFER with six months' guarantee. £730 —Austin A55 Cambridge, heater. 9.000 miles. CAR MART, Ltd. 520, Euston Rd. N.W.1 Euston (Clo59 DAVY, Ltd., Austin agents. 1958 (March) Austin A55, heater, one owner 180 -184, Kensingina High St. W.S. Wes. 7131 North Row Park Lane, W.I. Hyde 2511, Arlington St. Piccadilly, S.W.I. Hyde 3441 (Closs PHILIP RICKARDS, Ltd., offer, 1958 Austin A55 de luxe saloon, gre) red, as new.
Park Lane, London, S. W. 1. Gravenor 4772-5. [C550]
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Gulliver 5721.

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2775 1958 A55, radio, wing mirrors, etc., 7000

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1947 Austin 16 saloon, radio, heater, very good condition throughout; £225 COTT CARS, \$41-547, Finches Rd., Hampstead, London, N.W. Rampstead (67779, 164016 HEARSES, brochures available, we are building decks and the bearers on the 16hp chassis, inspection A LPE & SAUNDERS (COACHBUILDERS). Ltd., Station Approach, Kew Gardens, Richmond 1161. £269 —1948 Austin 16 saloon, black, brown leather, the first throughout —Haver-good Garage, 50, Haverstock Hill, N.W.3. (C2003) D J. SHEPHERD & Co. (ENFIELD), Ltd., offer:— 1954 Austin A70 saloon, fitted heater, excellent nield, Ltd., 456, Hertlord Rd. Enfield, Ltd., 456, Hertlord Rd. Enfield, Howard 1631. 2559

1953 Austin A70 Hereford, immaculate through the control of 2 from £335.—Cavendish Mc Cavendish Mc Willeaden 0046.

1954 Austin A70 Countryman £3tste car, brown the cost £1,100 new: price £425.—L. F. I. Ltd., 115, Addiscombe Rd., Croydon. Addiscombe Ltd. 115, Addiscombe Rd., Croydon. Addiscombe 3066.

1954 Hereford d/l, absolutely without fault, 27.500 inhurited miles, sun roof, extras include radio, heater, guarantee given and expert examination welcomed; £475. Redfill 3105.

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1956 Austin A90 saloon, one owner, grey with red interior; E645.

PASS & JOYCE, Ltd., 284, Great Portland St. W. 1. Stochastic Sept., Austin A90 Atlantic, hardtop, fitted radio, heater, rad blind, one owner from new, in very nice condition; 2565.

AUTO TRADING Co., Ltd., 24-30, Shirley Road. Southampton. Tel. 27451-2.

\$2385 | 11-195| Austin A90 hard top, in spotless and beautiful condition, one of the lest available, choice also 2 other convertibles and 1952 hard top. d top.

AMBS OF WOOD GREEN (Established 1897).—100
cars: 5 months written guarantee; exchanges, hire
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C2032 1956 Austin A30 salom de luxe, black ou 1956 owner, also blue one coming in shortly: 4535 on 1956 owner, also blue one coming in shortly: 4535 on 1956 owner, also blue one coming in shortly: 4535 on 1956 owner, and the country of t Addiscombe 8d. Crowdon Addiscombe 8d. Crowdon 1950 Austin A90 Atlantic power-operated couper terms.—Bray Motors, 180-184, West End Lane, N. W. Hampstead 6490, 1954 (Warth A90 saloon, green, beige leather the April 1955 (March) A90 saloon, green, beige leather the April 1955 (March) A90 saloon, green, beige leather special 1956 (March) A90 saloon, green, beige leather special 1956 (March) A90 (March) Allantic convertible 2555, R. G. Maidenhed 3451-2, 32, Queen 8t., Maidenhed 3451-2, 42, Queen 8t., Maidenhed 3451-2, 42, Queen 8t., Maidenhed A90 (March) Allantic convertible and the Allantic convertible power-operated hood, heater, screen washers terms; exchanges, list; open 9-7 week-days and Suurterms; exchanges, list; open 9-7 week-days and Suurterms; exchanges, list; open 9-7 week-days and Suurterms; exchanges list; open 9-7 week-days THE CAR MART, LIG. OLE London Distributors.

OFFER with six months' guarantee.

£895 -Austin A95 Westmisster, heater, automatic CAR MART, Ltd., 150, Park Lane, W.1 (corner of Piccadully). Grossenor 3434.

1957 Austin A95 duo green, heater, 20,000 miles: K ENNINGS, Ltd., 84-90, Holland Park Ave. (next Holland Park Tube). Park 5077-8-9. [C3050

WARWICK WRIGHT, Ltd., offer

1957 Austin A95 Westminster saloon, cream and blue, blue upholstery, heater, 9,000 miles; WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 6050

GUY SALMON AUTOMOBILES offer:-

1958-9 Austin A95 Countryman, court grey/red 1958-9 hide, works mileage only: £1,155. 1958 fash and red hide, radio, 6,000 miles, licensed to December, cost new in May, £1,125; £935. Perts-mouth Rd., Thames Ditton. Emberbrook 5551-2-5.

191 — 1958 Austin A95 Countryman, 4,000 miles: £1,095. — Pedigree Estate Cars, 340, Euston Rd., N.W.1, Euston 7889.

Euston 7803

7 (August) Austin A95 saloon de luxe two forme grenn/green, leather, heater, etc., etc.,

GEORGE NEWMAN & COMPANY require for cash low mileage A95 cars. [W5023

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SOLE London Distributors.

OFFER with six months' guarantee.

£1295 —Austin Alo5 Vanden Plas saloon, heater.

CAR MART, Ltd., 520, Euston Rd., N.W.1.

Luston H. A. SAUNDERS, Ltd.

1958 Austin A105 de luxe saloon, black, red upgearbox, heater; £1,092

H. A. SAUNDERS, Ltd., 836-842, High Rd., North
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1957 Austin AloS de luxe saloon, fitted heater and dual grey with red leather interior, an extremely attractive car; £935.

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1957 Austin 105, current model, fitted with every conceivable extra, small mileage: £975.

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Austin A105 Cars Wanted
GEORGE NEWMAN & COMPANY require for cash low
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[W5025

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OFFER with six months' guarantee.

£1950 —Austin Al35 Princess Lw.b. limousine,
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H EARRES? We are building deck and bearers on the H Princess and Sheerline chassis. Inspection invited. A LPE & SAUNDERS (COACHBUILDERS). Ltd., Station Approach, Kew Gardens, Richmond 1161, ICHO2

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1957 Austin-Healey 100, ice blue and cream, seld Castelland, serviced by us; £850, Castelland, 8, 255, Castelland, 8, 255, Coomba & Sons (GUILDFORD). Ltd. offer:—

A USTIN-HEALEY 100 sports 2-seater June 1955, heater, overdrive, etc., moderate mileage, excellent condition; £595.

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Bentley automatic Freestone & Webb widebody & door saloon, black and grey, 38,000,
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Bentley freestone & Webb 4-door saloon,
black, blue grey interior, very exceptional
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1951 Bentley, big bore, small book, grey, in beautidi condition.

1949 Bentley standard steel saloon, full flow enine, excellent order throughout.

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Type automatic, delivered Nov., 1953, 50,000 miles an immaculate car, one owner since new, black red leather; £2.175; terms.—55. Sloane St. S. W.1 Tel. Beigravia 5721. VARE MCTORS, Ltd.

1956 (September) Bentley series 8 saloon, sand muleage 2,800, immediate 2,800, immediate 2,4190, 472, Archivay Rd., Highgate, N.6 Mountview 9059 and

BENTLEY (31, 41-litre and New 41-litre)

1957 8 series standard saloon, power-assisted plete Countryman adaptations, dio grey with local plete Countryman adaptations, dio grey with blue hide, 11,000 miles; £6,250.

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1954 R-type standard saloon, Tudor grey, grey hide, one owner, 26,000 miles, immaculate

Car, £2,950.

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1934 5% sports saloon, by H. J. Mulliner, a fine that example of a sare model. E375.

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1953 model Bentley R type saloon, black, brown blatky autholstery, excellent condition throughout, history available, £1,365,—52-55, Marylebone High 3t. W. I. Hunter 0942 K.J. MOTORS, Ltd., offer:—

1955 Bentley S type saloon in pearl black with grey bentleys type saloon in pearl black with the standard equipment of sufomatic gear box and radio, a one owner car in immaculate condition, 23,495, fitted with 1935 Gurney Nutting coupe de ville with sliding division; 23,975.

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1937 41/4 4-door sports salson; £475. 1935 31; T. & M. sports saloon; £595.

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1930 415. rebuilt 1950, sports 2-seater.

1937 sports saloon by Park Ward. 1937 4-door phaeton by T & M.

ALL the above cars are in immaculate condition.

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1936 4t, Bentley Mann Egerton sports saloon, black and grey, grey leather, just overhauled 237. Kensal Rd., London, W.10. Ladbroke 1251-2 (CSO)7

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1948 model Mk VI Bentley Vanden Plas, sport radio, heater, taxed, beautiful modern lines with ion awept front wings easily mistaken for a 1954 car

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1949 Bentley Mk. VI saloon, Tudor grey over ham sell grey, grey hide, just resprayed, immaculate condition, good vives, three owners, £1.125.

1951 Bentley Mk. VI saloon, grey over cham be grey benefit of the sell grey sell grey benefit of the sell grey hide, just resprayed, in sell grey pretty and benefit of the sell grey pretty green, grey hide, two owners, mileage 46,700; £1,995.

1956 Bentley S series saloon, black pearl, grey almost new condition; £4,250.

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E1200 under list price—1957 Bentley by James E7,700 new and is magnificent value at £6,500, finished dual grey with grey hide, specially fitted sliding head, power assisted steering, one owner who scarcely used the car and had every conceivable extra fitted, absolutely as brand new, any exchange considered, especially Silver Dawn.—Hanworth Rd. (Hounslow East Tuber, Middx. Hou. 9509 0175.

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N.W.Z. Tel. Gladstone 6505. [C2040

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BENTLEY Mark VI saloon, finished in black with maroon hide interior, July 1949, just completely recellulosed, excellent mechanical condition: £995.

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1956 Series Hentley S Type (automatic) salson, in only, radio etc. in faulties condition throughout Director's car, £5,750, terms exchanges welcome.—557.
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we are advised, paid approximately £5,000 for fit, works,
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most attractive figure of £1.425; terms, exchanges—

AN — 1951 (June) Bentley Mark VI with superb
and beautifully aligned sports saloon with
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Cause Charles Foller, Ld. Officially appointed Rolls-Cayee and Bentley retailers and repairers, offer-1954 metallic grey, one owner, 45,000 miles, sold new and maintained by us, 12 months' guarantee,

1953 Bentley R type saloon, black, red leather, one SHOWROOMS, 18, Berkeley St., London, W.I. May-Service and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010

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1953 (Nov.) Bentley Mark VI saloon, automatic, grammatic metallic are; 66,000 miles; £1,953 (Nov.) Bentley Mark VI saloon, automatic, GEORGE NEWMAN & Co., 569, Euston Rd. London, N.W.I. Eus. 3460.
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1952 (October) Bentley 416-litre saloon (big bore engine), black with blue upholstery, recent engine overhaul, two owners.

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1953 model saloon, many extras.

1939 overdrive, H J Mulliner razor-edged saloon de-luxe, sun-roof, radio, heater, many extras.

Any trial or examination, exchanges, terms arranged by trial or examination of the second section of the section of the

CASS'S MOTOR MART - 1957 (Dec.) Bentley 44, salon, black erem St. W. 1. Eus. 4110.

ATE 1945 Bentley, standard steel, black, type R. duto-main short of the salon steel, black type R. duto-main short of the salon steel. Bentley at the salon steel short of the salon, black & cream; written guarantee - 5. Warren St., W. 1. Eus. 4110.

ATE 1945 Bentley Mark VI, black; £975. Parsons Deter St., Earlow Poter St. 121 (1950)

LATE 1945 Bentley Mark Vi. make.

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1936 owner only history, guaranteed, £303

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1954 feel file radio, heater, etc., moderate milesge, taxed year, maintained by Bentley main agents and in excellent condition, throughout: £2,250. Maidenhead. Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 70; evenings and week-ends Littlewick Green 70; evenings and week-ends Littlewick Green 70; evenings and week-ends

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with beige hide uphoistery, one gentleman owner
25,000 miles, maintained 100% by Bentley, £5,100Bolton of Leeds, Ltd., 120, Albion St., Leeds, I. Tel
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1952 Bentley 4:..-litre Park Ward drop head saloon,
attention to bosivork int mechanically in very good
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1949 Bentley, 1954 condition in every detail, mile1949 Bentley, 1954 condition in every detail, mile1953 Bentley, 1954 condition in every detail, mile1954 Bentley, 1954 condition in every detail, mile1955 did grey, 2 downers, moderate mileage, engine at present being overhauled, new tyres, taxed,
£1,250—R. S. Mead (Sales), Ltd., 42, Queen St.,
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Maldenbead, Tel. Maidenbead 5431-2, (C3011-2

1951 Bentley Mark VI 47,-litre saloon, recent
between the surface of the surfac

1953 Bentiley standard salom, S.P. series, direct and maintained, mileage still only 40,500, etclient tyres, taxed; 22,050.—R. S. Mead (Sales), Ltd. Queen St., Maidenhead, Tel, Maidenhead 3431-2

24000 miles only.—1952 big bore Bentley standars 1951, duo grey with blue leather upholstery, radio loose covers, etc., one owner since new.—J. C. Ensione. 205. Nelson House. Dolphin Sq., London, S.W.I. Tate Gallery 1975.

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1936 (June) Bentler 4%-litre Thrupp & Maber's
sunshine roof sports saloon, fitted large
rear boot subset on unternshead below the have
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very fine example, with superb lines and magnificent

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1926 Bentley Red Label speed model. open Vdr. 4-seater, new hood and interior: £235.-Automo, Ltd., 229, West End Lane, N.W.6. Hampstee.

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Warren St., Wil. Eus 4110/526,
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Ltd., 142, Holland Park Ave., W.11. Park 3445-6,
Wilde Bentleys -5. J. H. BARTLETT require Bentley tourer, 5 or 4 litre.—27. Pembridge Villas, W.11. Bay. 0523

XXX Excellent cash price offered for good Bentley.—H. F. Edwards, 154. Great Titch-field St., London. W.1. Langham 5012. [W2005]
1954 Bentley with low mileage wanted urgently.—
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1948-49 Bentley required privately: good condition, reasonable price; see anywhere; full details. 1948 reasonable price; see any see 1955-2
Box 8975.
GEORGE NEWMAN & COMPANY purchase for cash
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495 gns — Connaught 1952 super-sports 2-seater the carburettors 4-branch exhaust, full weather equipment, screen washers, very carefully used: written guarantee; terms, exchanges, list, open 9-7 weekdars and Saturdays.—Rowland Smith, Hampstead (Humpstead 624).

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6041.

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CAMDEN MOTORS for high class used Daimlers, see selection on full page advert, page 257.

CAMDEN MOTORS, Leighton Buzard 2041.

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Middx. Ennled 5990.

1953 Daimler Consort saloon, black brown interior, mileage under 40,000, one owner, in very good condition throughout, £555.

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1956 Daimler One-O-Four saloon, preselector radio, in excellent condition throughout,—Tel. Mr. Pair-clough, Wessex Motors, New St., Salisbury. Tel. 3275

DAIMLER 104 saloons available for immediate de-invery demonstrations on all models including the new Majestic upon request, write-Ralph Ciews, The Coventry Motor Mart, Ltd., London Rd., Coventry, or Tel. Coventry 22:146

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Saloons or Limousines in above average condition.

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245gns.—Dodge 1947 25.5hp de luxe saloon, rhd, pastel blue, brown leather, heater, ace Rimbellishers, very good condition; terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

Hampstead (Hampsteau Luke, 1958)

1955 de luxe coupe, Polar grey grey upholstery; £585, 1955 de luxe coupe, Polar grey, red upholstery, sunshine roof; £607, 1954 grey, red upholstery, £675, 1954 grey, red upholstery, £675, 1954 grey, red upholstery, £675, 1955 (2015), London Rd. Isleworth, Middx, £75, 1955 (2015), 1955 (June) de luxe, sunroof, X tyres, one owner, unmarked, guaranteet, £585, 691, 1530, 153

1938 p.K.W. saloon, black engine sound, bodywork waterworks, Audley, Stoke-on-Treat, 1936 (Cl. 1956) (August) D.K.W. Sonderklass; from the bead coupe, one owner, in first class concition; terms, exchanges.—Cornwall Garage, Stratford Rd., W.S. Western 261 (Cl. 1954) (Cl. 1956) (Cl. 1956

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A NTHONY CROOK, all new Flats, used 500, 600 and 1100 in stock, also Flat Abarth new and used.—High St., Esher. Tel. 4580, and Hersham, Walton 687, (C1063

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1955 Fiat 600 saloon, colour dark blue, heater, slot head, in good condition throughout; £445. Mr. P. Huxford and Mr. M. Buck will be pleased to meet any of their past associates and future customers any of their past associates and future customers Stand No. 141—West St. Forthester, Hauts. CC127 76770. Flat distributors and enthusings.

76770. Fiat distributors and enthusiasts. IC2127
1956 1100 salon. exceptional guaranteed, £565.
19256 1100 salon. exceptional guaranteed, £565.
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1957 Fiat 600, 10,700 miles, like new: taxed.—Ellison, 55. Well St., Bradford

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CVR -1958 1900B Gran Luxe tull light satisfactive care is in slowroom condition.

CVR -1958 1950B, one owner, this attractive care condition.

CVR -1957 1100 saloon, radio, one owner, as new; £550.

CVR -C, V. Rushmer Automotiles, 3cc. Holland CVR -C, V. Rushmer Automotiles, 3cc. Holland CVR -C, V. Rushmer State CVR -C,

1958 (Oct.) 600 saloon, heater, 260 miles, as; change—Oul. 1550. 63. Chalk Farm Rd., N.W.I.

1957 1400 B saloon, many extras, low mileage, commendate, in blue and grey; £775; terms, exchanges.—Richards & Carr. Ltd., 35, Kinnerton St., SW.1 Belleman 367 6-seater, folding flat rear seats, 10,000, just like new, colour blue and grey; £755 to unck sale.—Mr. Champ. Bempton. Wilmslow Rd., Cheadle. Cheshire. Tel. Gatley 5862. [9572] CONVERTIBLE 600 1956. in very pleasant order in all respects, parts and labour warranty; £495, part exchanges cars or motor cycles, h.p. terms, your existing account settled if you wish.—Sincombes, 10,000, just 10,000 for the control of th

\$234.45 -Fiat 500 Station Wagon, exceptionally rure mechanically, very pretty car, many others, A.A. or R.A.C. exams welcomed, exchanges, h.p.—Benmotors, 1, Clarendon Road, W.11. Park 5066.7 (50yds, Holland Park Tubel).

CVR USHMER pays more for Plats.—45c. Holland Park Mews. W.11. Park 8731. [W3061]

1955 Kinnerson et., 8.W.1. Belgravia 3711.

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R OWLAND SMITH'S, the Fiat buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018]

M AYFAIR GARAGES, Ltd.—Best Fiat cash buyers. [W4018]

M private or trade, distance no object.—Bishops-bridge Rd. W 2 Amb. 1061.

G OOD Fiat required immediately.—G. Edwards Amenbury Lane, Harpenden, Herts. [W2000]

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S&S MOTORS, London's largest Fiat stockists.—
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A 1 at Brown's. 1956 (Sept.) Anglia saloon, black, red interior.

1956 (Sept.) Anglia saloon, black, red interior.

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HAVE an excellent choice of post-war 8hp saloons PHONE Harrow 4282 and 9140 for details.

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1957 Ford Anglia, black, heater; £465 1955 Ford Anglia, black, heater, £420

BRENT CROSS GARAGE. Ford distributors, Hendon Way, Hendon, N.W.4. Tel. Speedwell 1196-7-8. DAGENHAM MOTORS Ltd. Ford main dealers

A FINE selection of AI Ford Anglias always available; 'phone for our list.—Used Car Dept., Perivale 3388, Pord Anglias grey, low mileage, fitted bester; 1956 2450.—Hale Motters, Tot. '771.

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\$425.—Tel, after 6 p.m., Fremantle 1819.

1958 heater, very low mileage, as new; £515; terms, exchanges; 3 months' writen guarantee.

PEMIER MOTORS, 295-7, Lewisham High St., £515; Lee Green 1951.

1956 Anglia de luxe salcon, one owner, guarantee.

Russell Gardens Mews, Kensington, W 14, Park 3704, 1623034

1957 (May), one owner, export model addition twory, red interior, under 9,000, licensed be extremely good condition, (St. Albans area); £485 Box 0010.

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1953 Ford Anglia, one owner, small mlleage, ex-terms and exchanges—ER.C. Services, 2-5. Summer-land Gardens, Muswell Hill, N.10. Tudor 8073 Fitzpro (2295,

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ROWLAND SMITH'S, the Anglia buyers, highest
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[W4018A]

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W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—
1954 Ford Popular, fawn with red interior; 2295; HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

1954 (Dec.) Ford Popular saloon, grey, blue interior, heater trafficators, pancel tray, rescond origine for the sale of the sa

1956 Popular, black; £545.

W. HAROLD PERRY, Ltd., Perry's Corner, Boscos Rd., N.11 Enterprise 4404.

ALLAN TAYLOR MOTORS, Ltd., offer:—

1954-56 Ford Populars, excellent condition; choice of three from £285.

High St., Wandsworth, S.W.18 Vandyke 7222 (10 [C4104] DAGENHAM MOTORS, Ltd., Ford main dealer

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A FINE selection of Al Ford Popular cars always
A available; 'phone for our list.—Used Car Dept.,
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One owner, immaculate: £279.—
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£265 -1954 series, low mileage, Regency seat most new tyres, terms, exchanges—Lockhart, 12/16, Chiltern Road Dunstable Telephone 1885/114

UNUSED factory replacement engine to be fifted, 1954 Popular, black with heater, flashers and parcel shelf; \$320; exchanges cars or motorcycles; herma (we will settle your existing account). —Siocombes, Ltd., Willesden 4859/3934, [C4017

GEORGE CLARKE pay most for Ford Popular —278.

Brixton Hill, S.W.2. Tulse Hill 3211. [T3124] R OWLAND SMITH'S, the Popular buyers; highest cash prices,—Hampstead High St., N W.3. Ham. [W4018.R

FORD PREFECT

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1954 (Oct.) Pretect saloon, black, red heater, extras, taxed. A.I. guarantee: W. Ham. 2284 COACHCRAFT offer:-

£485 —1957 Prefect, one local owner, completely without blemish; A.A. or R.A.C. inspection invited; terms to suit or exchanges.—Coacheraft, Elm (Closs Rd., Evesham. Tel. 2773. PERRYS OF HARROW.

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1958 Ford Prefect, 9,600 miles heater, one owner, excellent condition: \$550.

1957 Ford Prefect, 16,000 miles, heater, one owner, well maintained; 475. W.B.

180-184, Kensington Right, St., W.B. Wes 7181.

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1957 Ford Prefect de luxe saloon, lvory/grey and 15,000 miles, whole car immaculate: £555.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-5. (C4001 CMI CAR SALES (Primrose 6625) offer:

1955 Ford Prefect, taxed; £465.

3 months' guarantee: terms, list on application.—
Swiss Cottage, Finchiev Rd., N.W.3.

[C1051]

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A FINE selection of Al Ford Prefects always available: 'phone for our list.—Used Car Depot, Peri-

C1066 R
1956 Ford Prefect saloon, black, heater, one
1957 Ford Prefect saloons, heaters, choice of 5:
GEE CARS, Ltd., 169, Fullham Rd., W.S. Knightsbridge 4735 or Macaulay 5365.

1955 Ford Prefect saloon, black, fitted heater; [C2077]

1954 Ford Prefect, black, heater, immaculate; £415 C5028 1946 Ford Prefect, above the average; £1
THE COODEN ENG, Co., Ltd., Cooden, Bexhill.

1955 Ford Prefect, blue, heater; £435.—Oerdor Streathan 8638. Drewstead Rd. S.W.16 (C405)

1956 Prefect de luxe salcon, extras; £515.—Rawlings Tudor Garage, Ltd., 928-931, Fulham Rd., S.W.6. Renown 2281. 1957 Ford Prefect, grey, with heater, one owner 4485.—Streatham Hill Motors, 54, Streatham Hill Motors, 54, Streatham 1938

1957 Prefect de juxe, one owner, heater, with beige interior. £550.—Ca

£495 11 - 1957 Ford Prefect saloon, one owner, heater, etc., low mileage.—Jennings, [C5108] 1956 Ford Prefect saloon: £475.—Le Grice Ele

1955 Ford Prefect, outstanding condition; £435.—
Sydenham 6129 (C2008)
1956 Ford Prefect, colour beige, fitted heater, wing mirror beautifully maintained and in exceptional condition throughout: £475.
CHARLES RICKARDS, Ltd., 56, Bayawater Rd., W.2. Pad. 3400 (C3050)

Pad. 3400

1957 rested guarantee, £525.—E. J. Baker & Co., Ltd. 275. London Rd. Staines 421. [9213]

1953 Ford Prefect, black with beige upholitery. for Central Garage, Ltd., 521. Kenton Rd., Ref. Middx. Tel. Wordsworth 0251.

1973 one owner, very good condition; £315.—Kenton Central Garage, Ltd., \$21. Kenton Rd. Kenton, Middx. Tel. Wordsworth 0251.

\$565 gns.—Ford new Prefect 1958 de luxe saloon, miseage; written guarantee; terms, exchanges.—Rowland Smith. before servery very good condition; written guarantee; terms, exchanges.—Rowland Smith, below.

295 gns.—Ford Prefect 1955 saloon, black, brown terms, exchanges.—Rowland Smith, below.

295 gns.—Ford Prefect 1952 saloon, black, brown terms, exchanges.—Rowland Smith, below.

295 gns.—Ford Prefect 1952 saloon, black, brown terms, exchanges.—Rowland Smith, below.

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295 gns.—Ford Prefect 1952 saloon, black with ted.

1953 beige upholstery, fitted heater, screenwash, wing mirror, beautifully maintained by one owner, run only nominal mileage; £299.—Tel. She 5052 165. Goldhawk Rd. W.12.

1955 Ford Prefect de luxe saloon, black with red with carpets, one owner, low mileage for a year, in good condition, taxed for the year £450.—John Clay.

Rowland Smith's, the Prefect or Swarted

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1958 (May) Squire export model, Newark grey
Marley Motors, Esling 5541.

PARK MOTORS (KINGSTON), Ltd., offer:-

1957 model Escort, fawn with red leather up holstery, one owner, low mileage, exceptions condition: \$435.-187-193, London Rd., Kingston-on Thames. Kingston 7610

1956 utility, one owner, immaculate. Guarantee [9254

1957 Ford Escort utility, 9,000 miles only, heater Rd., Croydon. Addiscombe 3066. [C107

1957 Ford Escort estate, beige with red, heater, low mileage; £525.—Richard France, Ltd., 245, High Rd., Tottenham 0353,

FORD CONSUL

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:

1958 Ford Consul de luxe, blue and black, heater, Ford Consul, black, red interior, heater; Ford Consul, black, red interior, heater; Ford Consul convertible, lvory, brown interior; 1957 Ford Consul convertible, lvory, brown interior; Prof. Consul convertible, lvory, brown interior; Prof. Consul convertible, lvory, brown interior; W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

A1 at Brown's.

1955 (April) Ford Consul saloon, black, red inE515: another, 1954 (Oct.) in black, red interior,
heater, taxed, A1 guarantee; £450; II saloon, black,
1956 (June) Ford Consul Mark II saloon, black,
red interior, heater, under 20,000 miles, A1
Funantee; £470; Ford Consul saloon, blue, many extras
including heater, Town and Country tyres,
wing mirrors, safety flashers, etc., 11,000 miles only,
beautifully kept and maintained, spotless condition
throughout; £725.

W. J. BROWN, Ltd. 339, Finchley Rd., N.W.S.
(C1025)

THE CAR MART, Lid.

OFFER with 6 months' guarantee

£795 —Ford Consul convertible, radio, heater, extras, 10,000 miles, reg. 1957-8.

THE CAR MART, Ltd., 320, Euston Rd., N.W.I. (21039)

R S. CURRIE & Co., Ltd.

1958 Ford Consul, fitted radio and heater, under-105, Westbourne Grove, W.2. Bayswater 0085.

J. DAVY, Ltd., Ford dealers.

1958 owner, supero example, comprehensive guarantee E748, Kensington High St. W.S. Wes. 1850 184, Kensington High St. W.S. Wes. 1850 185, Brompton Rd. S.W.S. Kni. 4215, 68, North Row. Park Lane. W.I. Hyde 2311, Arlington St. Pircadilly, S.W.I. Byde 5141, [C1069

WARWICK WRIGHT, Ltd . offer:-

1954 Ford Consul saloon black, heater; £450. WARWICK WRIGHT, Ltd., 593, Edgware Rd., N.W.2 Gladstone 0041.

ELM AUTOSALES (Morden) offer --

1955 Ford Consul, green, beige leather, heater, bury Rd., Morden, Tel. Mitcham 7122.

HOME & OVERSEAS MOTORS offer:-

1958 Consul Mark II saloon, sole owner, little used, from new, 725gms, 1957 (July) Consul Mark II saloon, sole owner, little used, from new, 725gms, 1957 (July) Consul Mark II saloon, senious 13,000, employ shoreon, condition, throughout, 635gms, Consul, Mark II, coachwork finished two-force one, immaculate, mechanically exceptional, 250 recently spent; 599gms,—160, Finchley Rd., N.W.5, Hampstead 0067-8-9

SEYMOUR & CLEMENTS, Ltd., offer:-

1955 (August) Consul convertible, light beige and convertible, light beige and so new; c515; bargain.—38, Watford Way, Hendon Central, N.W.4. Hendon 911.

ALLAN TAYLOR MOTORS, Ltd., offer;-

1958 Ford Consul, heater, 5,000 miles only; £745. HIGH St., Wandsworth, S.W.18, Vandyke 7222 (10

DAGENHAM MOTORS, Ltd., Ford main dealers, A FINE selection of Al Ford Consuls always avail-able: 'phone for our list.—Used Car Dept., Peri-vale 3388.

1955 Ford Consul convertible; £500.

1957 Ford Consul, one owner: £675. Farnham Tel. 4873-4. (C2110

1957 Consul. 11,000 miles only, immaculate condition, grey, red interior, guaranteed: £695. Castelnado, S.W.15 (Nr. Hammersmith Bridge). (C1022 1956 Consul Mark II saloon, extras, 17,000 miles;

1956 Consultant Relation of the Consultant Relation of Consultant Relation Relation

WOOD & LAMBERT, Ltd., main Ford dealers

1957 Consul Mk. II saloon, ivory black, heater, 14,000 miles only; £675. 14,000 miles only; £675. 1956 Consul Mk. I saloon, Canterbury green, with heater, low mileage, one careful owner; £535.

COOMBS & SONS (GUILDFORD), Ltd., offer:-

FORD Consul Phase II, July 1957, finished in pale grey with red and grey check nylonweave upholsery, fitted with many extras including heater, chrome wheel trims, etc., 13,000 miles only; £695.

COMBS & SONS (GUILDFORD), Ltd., Fortsmouth Road, Guildford, Surrey, Tel. Guildford £2907, page 1507, p

Road, Guildford, Surrey. Tet. Guinards. (C1057)
1957 Consul. 20,000 miles, one owner: £650.—
1955 Consul. green. in remarkably good condition: £615.
DAVIS & HILL. Ltd., 101, Bromley Common, Bromley, Kent. Ravensbourne 2634-5. (C1129)
£525 —One owner, small mileage saloon, 1955.
£639.—Mark II saloon, one owner, 1956-7, distance \$639.—Mark II saloon, one owner, 1956-7, distance \$639.—Mark II saloon, one owner, 1956-7, distance \$6400. (C1176).

8405. CACHAINGES.—AND Etreet Motors. Worthing (CI176)
1956 Ford Consul Mk II saloon, grey/maroon, fitted feeter: £625.
1953 £425.—Hale Motors, Tot. 7771 (C2077)
1956 (Oct.) Ford Consul saloon, fawn, radio, feet CARS, Ltd., 169, Fullham Rd., S.W.3. Knightsbridge 4753 or Macaulay 3505.
1953 £450; terms, exchange.—Gul. 1350. (1925)
1957 (Oct.) Ford Consul saloon, heater, exceptional, guaranteed; 2450; terms, exchange.—Gul. 1350. (1925)
1957 (Oct.) Ford Consul saloon, heater, one GEORE NEWMAN & Co., 369, Euston Rd., London, (2302)
1958 £450; terms, 250, Suston Rd., London, (2302)
1958 £450; terms, 250, Suston Rd., London, (2302)
1958 £450; terms, 250, Suston Rd., London, (2302)
1959 £450; terms, 250, Suston Rd., London, (2302)

£445 or terms,—1954 (Sept.) Consul, two tone grey, one owner, quite immaculate.—Hall. [19325]

Riverside 6250. 1956 Consul. grey. heater, etc., one owner; £555.— Streatham Hill Motors, 54, Streatham Hill [958]

Tul. 2221.

1956 Ford Consul Phase II, black; £635.—Dawnier Motors, Ltd., Ewell By-Pass, Ewell, CC128 1954 (Dec.) Consul, black, 16,000 miles, heater, excellent condition, 49, Avondale Rd., Mort-

1956 Mark I salom, red leather, heater

1515.

53 saloon, black, heater, exceptional, quality classed guarantee; £445.—E. J. Baker & Co., Ltd., 275. London Rd. Staines 4211.

1956 Ford Consul saloon, one owner, black and ed with arey interior; £655.—Windovers, Ltd., The Hyde, Hendon, Colindale 4051. [C4118]

1953 (Oct.) Consul, black, heater, one owner genuine 35,000, carefully maintained, £400.

1958 59 model Ford Consul, immediate delivery.— Farnham, Motor Co., Ltd., Downing St., Farnham, Tel. 4873-4

Farmham Motor CS. Ltd., Downing St., Farmham Tel. 4875-8.

G&M ALFREDS (1936), Ltd., 1957 Ford Consul, out-standing vehicle, low mileages, not exhire car, trade invited.

1957 Ford consultation of the provided of the provi

\$\footnote{\text{Months}}\$ with red check uphoistery, \$\text{Loss}\$ (2037 1) \$\footnote{\text{So}}\$ (June) Ford Consul, one owner, low mileage, excellent condition—A E. Macateer, 92, Pithright Rd., S.W.18. Putney 5530, [C3149 1956] (Nov. '56) Ford Consul Mk. II. one owner, the condition of the

1954 (June) Ford Consul saloon, black, one own ages). Ltd., 79. Pentonville Rd., N.1. Terminus 100

1955 Ford Consul saloon, finished fawn with retained, run only nominal mileage; £489.—Tel. She 5693, 165, Goldhawk Rd., W.12.

Jack ROSE, Ltd., offer 1957 model Ford Cousul, in grey, 11,000 miles only, supplied and maintained by us: accept £675.—Stafford Rd., Wallington, Surrey, Wallington 6677.

Wallington 6677.

1958 £765; also 1957 Consul saloon, grey. 12,000.
£965.—Roy's Automobiles, Ltd., 127. Parkway, Regents (7339)

1956 Ford Consul Mark II saloon, black cream, one exchanges, terms—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

12000 miles, March 1957. Consul saloon, grey leather, heater, exceptionally well maintainet; £685...-Vanderveil Bros., Ltd., 2°5, Haverstock Hill, N.W.3. Ltv. 4441. 111-1957 Consul Farnham Abbott estates, choice of ... 3 from £795; also 1956 series I Abbott estate, 8,000 miles, as new: £685.—Pedigree Estate Cars. 340. Euston Rd., N.W.1. Euston 7889.

1950 Ford Consul, 2-tone grev -Douglas Service St. heater rd Consul, 2-tone grey, red leather, extras-luding heater, all good tyres; £345,— rice Station, 57 and 65, Eleanor Rd., Wal-4124

tham Cross 4124 [C1175]
1956 Ford Consul Mark II, beautiful 2-tone, one changes, the consultance of 2 from £599, 256, 118 St., Lewisham, S.E.I.S. Lee Green 1835, 179125
1956 Ford Consul, immaculate, one owner, heater, bow milesge; £495; exchanges, 5 months guarantee, —C.M.S., Ltd., 546, High St., Lewisham, S.E.I.S. Lee Green 1835.

1958 Ford Consul saloon, Richmond blue 20 1958 Ford Consul saloon, Richmond blue 20 Phillips Motors, 77, Chalk Farm Rd., N.W.I. Prim-

1957 Ford Consul convertible, low mileage: E751-1957 Ford Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington (2028)

4958-9. Ford Consul saloon, finished fawn with 4858-9.

1955 Ford Consul saloon, finished fawn with tyres, beautifully maintained, run only nominal mileage: £499.—Tel. She. 3695. 165. Goldhawk Rd., W.12. FORD Consul saloon 1956, in Bristol fawn with red interior, fitted heater, one private owner since new, moderate mileage and has been kept in impercable condition; £575.—Hillwood Motors, Watford Way, London, N.W.7. Mill Hill 4232. Open till 8 p.m.

£398.—Consul, 1952. most exceptional condition, choice 2. many others, A.A. or R.A.C. exams welcomed, exchanges, h.p.—Benmotors, I. Clarendon Road, W.I.I. Park 508-67, (50yds Holland Park Tube). [Cloif]

Cricklewood Bdy., London, N.W.2. Gansul required immediately—Morey.

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WHY accept less for your Ford Consul saloon when you can get full market value from FERRARIS OF CRICKLEWOOD. Ltd., 200-220.

Cricklewood Bdy., London, N.W.2. Gladstone 2234.

W2008

Consul required immediately—Morley.

Kineston 8985. ALMOST new Consul required immediately.—176, Cambridge Rd., Kingston, Kingston &

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W HAROLD PERRY, Ltd., 1105-1111. High Rd.,
Whetstone, N.20. Tel. Hillside 6621, offer:—
1957 Zephyr Mark II, automatic, tovry, low mileage; £865, bire purchase facilities available.
W HAROLD PERRY, Ltd., 1105-1111, High Rd.,
Whetstone, N.20. Tel. Hillside 6621, [C3042] A1 at Brown's

1957 (June) Ford Zephyr automatic saloon, grey interior to match heater, 17,000 miles only; W. J. BROWN, Ltd. 539, Finchley Rd., N.W.3. IC1025

TACK SMITH effers: 4000 miles only, 1957 Ford Zephyr power-operated convertible, grey red, loose covers, radio, heater, 5 spots, whitewalls, wing mirrors, indistinguishable new; £850-25. Bruton Place, Berkeley Sq., London, W.I. Mayfair 0661,

A LLAN TAYLOR MOTORS, Ltd., offer:-

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1955 Ford Zephyr saloon, one owner, beige with HENLYS, Ltd. Parkway, Regent's Park, N.W.1. Guillver 5721. B. J. HUNTER, Ltd., Austin agents, offer:-

1956 Ford Zephyr saloon Mark II. special 3-carburettor conversion; £650.

B. J. HUNTER, Ltd., 22. Cricklewood Broadway, N.W.2. Tel. Gladstone 6503.

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A First selection of Al Ford Zephyrs always available: phone for our list.—Used Car Dept., Pertvale 3588. COOMBS SERVICE STATION special showtime dis-

COMBS SERVICE STATION special showtime display:

1955 Zephyr Six saloon, black with red leather, nited heater. T. & C. tyres, rim-embellisters, wing mirrors, etc., etc., whole car in mint original condition having over 40 only \$1,000 miles since heav; £485, 1955 red hood and interior in superh condition, host of extras includes heater, T. & C. tyres, Servais exhaust, screenwashers, etc., etc.; £545, 1956 Zephyr Mk, II saloon, resprayed 1958 colour discerning own white to the special order of the one discerning own miles since new, unrepeatable; £655, solved 20,000 miles since new unrep

COMBS SERVICE STATION. Main Ford dealers.

By-pass Rd., Guildford, Surrey. Tel. Guildford, C1158

By-pass Rd., Guildiord, Surrey, Let., [CI158 1958 (Jan.) Ford Zephyr saloon, blue, 9,000 miles only one owner; 2825.

GEORGE NEWMAN & Co., 569, Euston Rd., London, N.W.I., Eus. 446, Co., 569, Euston Rd., London, S.W.I., Eus. 446, Co., 569, Euston Rd., London, N.W.J., Hannyleds & Fordon, Co. 5025.

1956 Zephyr Mark II, one owner, absolutely immaculate; £635

COTT CARS, 541-547, Finchley Rd., Hampstead, & Fordon, N.W.J., Hampstead & Fordon, Hampstead & Fordon, N.W.J., Hampstead & Fordon, N.W.J., Hampste

head 2561.

G&M ALFREDS (1936), Ltd., 1953 Ford Zephyr.

all extras, a superb car with full history.

trade invited.—6-7, Warren St., W.1. Euston 2566.
(C1005)

FORD ZEPHYR LETT, Ltd., Officially Appointed Ford CHARLES FOLL Retailers, offer:— 1957 Ford Zephyr convertible, power-operated hood, black, one owner, 6 months' guarantee; £835. HOWROOMS: 18, Berkeley St., London, W.I. May-

fair 6266. ERVICE & Stores: Barnsdale Yard, off Elgin Ave.. W.9. Cunningham 5936. 101 1957 Zephyr Farnham Abbott estate, overdrive ••• £885.—Pedgree Estate Cars, 340, Euston Rd. N.W.1. Euston 7889.

1955 (July) black, one owner, heater, leather, Coose covers, under 15,000 miles; £525.—Ing's Garage, Maidenhead 2143.

1958 Zephyr saloon, in Richmond blue, 150 miles Rd., N.W.1. Primrose 6666.

1750 only 2965.—Phillips Motors, 77, Chalk Farm Rd., N.W.1, Primrose 6666. (C3106 1957 (June) Ford Zephyr saloon, automatic, 2-tone brown, undersealed, one owner, nominal milesse, perfect car, as new, £885. GEE CARS, Ltd., 169, Fulham Rd., S.W.3. Knights-bridge 4735 or Macaulay 3565.

bridge 4733 or Macaulay 3365. [19120 £399]!!-1931.2 Ford Zephyr de luxe saloon, magnificent specimen, specially tuned for performance and economy; choice also 1952 and 1955 models: also 2 Zodiacs from £450. LAMBS OF WOOD GREEN. (Established 1897); 100 cars; 3 months written guarantee; exchanges; hirp purchase.—421-423, High Rd., Finchley. [C2052]

purchase.—421-423, 2222. 1955 (February) Ford Zephyr saloon, heater, w. arrors, one private owner, in excellent condition: £460.—548, King St., Hammersmith, W.6. Riv. [C3130]

1956 Zephyr, one cwner, radio, heater, overdrive, wery low mileage, immaculate; £690.—Tol-worth Motors, Ltd., Kingston By-Pass, Tolworth, Elm-bridge 2254.

bridge 2254.

(Gd081

1954 Zephyr convertible, £200 of extras, includpower-operated hood, £500, terms,—Avon Autos, 165,
Usbridge Rd., Hanwell, W.7. Ealing 452. [9220

725818.—Ford Zephyr 1957 Mark II saloon, Sarum
milease, unmarked, written guarantee; terms, exchanges—Rouland Smith, 1954.

440. [187] Convertible, duo-tone
screenwashers, Ace-Mercury disc, excelent condition;
written guarantee; terms, exchanges,—Boyer hood,
screenwashers, Ace-Mercury disc, excelent condition;
written guarantee; terms, exchanges; list; open 9-7
week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [Cd018

1055 Ford Zephyr, fawn with red upholstery.

1955 Ford Zephyr, fawn with red upholstery radio, reasonable mileage, new condition £485.—Coles Garages, Ltd., 42, Worple Rd., S.W.19 Wimbledon 0195 and 96-96, Ewell By-Pass, Ewell 2595

Winniconi 0195 and 96-26. Levil 197-288, Eweil 2010
1958 red uphoistery, 2,400 miles only, as new showroom condition; E825 or near offer; hire purchase available.—E. C. Miles, 21, Radnor Mews, W. 2, Pad. 2715.

Pad. 2715.

ZPHYR convertible, 1955 (July), power hood, overdrive (5 gears), radio, heater. Ace Rimbellishers,
twin Marchals, screen washers reverse lamp, fine condition: £555.—Dial Motors. 518, Shalesmoor, Shefflield.

1915 (September) Zephyr convertible, black, beige trim, superb condition, overdrive, heater, radio, 2 spot lights, wing mirrors, Ace Rimbellishers, etc.; 2545.—Crofton Garages, Ltd., 352/4, Kings, Rd., Chelsea, 8.W3, Flax, 0305.

Chelsea, S.W.3. Flax, 0505. [Cliss of Chelsea, S.W.3. Flax, 0505.]

XXX 1956 Ford Zephyr Ph. II. fitted heater, 2 wing mirrors, screenwashers and Ace Rimbellishers, one owner, finished in 2-tone, extremely attractive; £675; written guarantee; terms, exchanges, H. F. Edwards, 28-34, Upper High St., Epsom, Tel. 17. [C200]

C2001

10-55 (July) Zephyr convertible. Canterbury green, power-operated hood, continental rear wheel extension, chrome grid on boot, radio, heater, fog, spot, rear demister, screenwashers, whitewalls. Lifeguard tubes, etc.: taxed year: superb car maintained by enthusiast; genuine 25,000 miles only; 5-month guarantee; any trial or examination; 2560 hp. available.—Acto-Chaict, 195, Marylebone Rd., N.W.1. Fad. 2721.

ROWLAND SMITH'S, the Zephyr buvers: highest cash prices.—Hampstead High St., N.W.5. Ham. [W4018.78 Al at Brown's

1956 (June) Ford Zodiac Mk i saloon, stack, at extras including radio Al guarantee: £550 W J BROWN, Ltd 359 Finchley Rd N W 5 Hann 2284

R . HARDY & Son offer:-

1957 Ford Zodiac automatic, duo green, 14,000 miles, one owner; £845,—52-55, Marylebone High St., W1. Hunter 0942.

PERRY'S OF BOWES ROAD offer:—

1956 Ford Zodiac Mark II, green blue, radio, heater; £785.
W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404.

GUY SALMON AUTOMOBILES offer:-

1956 Pord Zodiac saloon, overdrive, radio and heater, genuine 14,000 miles only, superb condition: £735 - Portsmouth Rd., Thames Ditton, Embetbrook 5551-2-3.

B. J. HUNTER, Ltd., Austin agents, offer:-

1955 Zodiac salcon, choice of 3 from £525. B. J. HUNTER, Ltd., 22. Cricklewood Broadway N.W.2. Tel. Gladstone 6503.

1955 Zodiac, all extras, good condition; £500; h.p. terms.—Tel, Tun. Wells 21389. [9192

1955 Ford Zodiac saloon, blue and grey with blue and grey interior: £595.

PASS & JOYCE, Ltd. 184. Great Portland St., W.1.
Museum 1001. [C3039]

DAGENHAM MOTORS, Ltd., Ford main dealers A FINE selection of A1 Ford Zodiacs always available: 'phone for our list.—Used Car Dept., Perivale 3388. DISPATCH MOTORS Ltd., Ford distributors, offer:

1954 Forc Zodiac, grey green, usual Zodiac extras; R USSELL MOTORS (KNIGHTSBRIDGE), Ltd., RUSSELL MOTORS

1956 (September) Mark II Zodiac, 12,000 railes only, dual colours, radio, heater, exceptional

RUSSELL MOTORS (KNIGHTSBRIDGE). Ltd., 47. Sloane St., S.W.1. Sloane 9288. [C3060 1954 Ford Zephyr Zodiac saloon, grey/green, many extras: £485. [C3060 Fulham Rd., S.W.3. Knightsbridge 4735 or Macaulay 3565. [T9126

Trilige 4755 or Macaulay 5365. [T9126]
1956 Zodiac Mk. II. aaloon, ivory black, ocelot seat covers, carefully maintained; £695.
WOOD & LAMBERT, Ltd., main Ford dealers, 49, Stamford Hill, N.16. Sta. 3454.
1955 Ford Zodiac, specimen car, radio, heater, mouth: guarantee.

month, guarantee.

PREMIER MOTORS, 295-7, Lewisham High St., SE.13, Lee Green 1051 1957 Ford Zodiac, automatic, ivory, black, 15.000 miles only, immaculate condition: £335.— The Reliance Garage (Norwich), Ltd. Tel. 28911-5.

G&M ALFREDS (1936), Ltd., 1956 Ford Zodiac genuine 1958 condition, not ex-hire car trade invited.—6-7, Warren St., W.I. Euston 3268.

1955 Zodiac saloon, finished black/ivory, radio nov mileage, excellent condition: £485.— Morley, 76, Cambridge Rd., Kingston, Kingston, Kingston (C30)

1958 Ford Zodiac saloon, green with green guar & Stery, 4,000 miles, 4 months' guar & Bos. - University Motors, Ltd., 80. Piccadilly, iversity 1956 Zodiac, green and grey, heater, radio, plus out, small mileage; £505, b.p. terms and exchanges. E.R.C. Services, 2-5, Summerland Gdus, Muswell Hill N.10. Tudor 5075; Ptztroy C295.

N.10. Tudor 8075 Fitzroy 6295. [C205]
100 m.ph. Zodiac II. 1957 model with Alexande counter, overdrive, new H.D. battery, wheel trimwing mirrors, loose covers, radio, heater, radiato bind. spots and reversing lights; this fabulous can carliste Nerwich, blue with blue with the merior, been maintained in 100% condition; unique opportunity 2765. Someter Prowse, 2-4, Bypass Rd., Albert Dock 2081

Albert Dock 2091.

ROWLAND SMITH'S, the Fodiac buyers; highest cash prices.—Hampstead High St., N.W.5. Ham, 194018.R

FORD (V.8)

OACHCRAFT offer: £225 —1950 Pilot, one local owner, carefully uses 2225 vehicle, in very sound order throughout.

A.A. or R.A.C. inspection invited; terms to suit or exchanges.—Coacheraft, Elm Rd. Evesham. Tel. 2773.

EATON MOTOR Co. offer:-

1951 Series Pord Pilot, one careful owner, regular Eaton MOTOR Co., Eaton Socon 236 (St. Newt-) [C2114]

GREENHILL MOTOR Co., offer :-1950 (Oct.) Ford Pilot. 42,000 miles genuine, new one careful owner. in immaculate condition: £285.

—Marsh Rd., Pinner, Middx, Pinner 9688. [C2125]
1951 Ford Pilot saloon, green, many extras, in pilotidid order, taxed; £285.

GEE CARS, Ltd., 169, Pullam Rd., S.W.3. Knightshide 4735 or Macaulay 3565. [T9126]

FORD V8 Dagenham estate car, as new, genu ne F17.000 miles only, numerous extras, one titled owner, guaranteed; £450.—Cayton's Cars (London, Ltd., 17, Bruton Place, London, W.I. Hyde 9184, [CIOSO

275 gns.—Ford V8 Pilot 1951 saloon, leather, heates changes list: open 9-7 week-days and Saturdays.—Rowiand Smith, Hampstead (Hampstead Tube), Hamp stead 6041.

FORD Pilot, taxed to Dec. 31, one owner, black, leather uphoistery, first registered August, 1350, with reconditioned engine, two extra spare wheels and tyres with Parson chains, radio: £255.—Merrill, 19, Cavendish Rd., Sheffield. 11, 1951;2

19. Cavendish Rd., Snenneso 1.

Ford V.8 Cars Wanted

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Pilot buyers; highest
cash prices.—Hampstead High St., N.W.5 Ham
W4018.R

SCOTT CARS offer:

1958 (September) Fairlane Victoria 4-door pillar-less, right hand drive automatic, radio heater, works mileage 1958 Ford Fairlane Victoria 2-door pillarless 1,h.d., power steering, power brakes, radio.

SCOTT CARS. 541-547, Finchle Rd., Hampstead. London, N.W.5. Hampstead 8676/7779. [C4016]

COTT CARS offer:-

1956 right-hand drive Ford Customline, automatic transmission, radio, heater, very low mile-Age, as new, 1953 Ford Customline, automatic transmission, radio, heater, absolutely as new 1952 Ford Victoria, radio, heater, really outstanding condition.

SCOTT CARS, 341-347, Finchley Rd., Hampsteed, London, N.W.S., Hampsteed, London, N.W.S., Hampsteed, 1967-7779, Ca076.

American and Canadian Ford Cars Wanted
THE Ford American and Canadian buyers.—See under
American Cars.
SIMPSON'S.—Wem 8691/3905/4422

FORD MISCELLANEOUS

A CLAND & TABOR, Ltd., Welvyn By-Paas, Herts, We wyn 481-2-5, Ford dealers, offer;

1957 (October) Ford Zodiac automatic, one owner, 10,000 miles, radio, grey and blue, immacu-

late: £895, (April) Ford Anglia de luxe, Dover white, 1958 red and white interfor, one owner, 7,000 miles, radio, heater, screenwashers, as new; £575, 1955 Ford Zephyr saloon, Winchester blue, heater to be a few or to be considered to the condition;

1955 Ford Anglia, black/red interior, heater, one wilesse, immaculate; £455. EXPECTED shortly, 1956 Ford Anglia, 12,000 miles only. Carpe Feb and St. Carpe (Ealing 8941) unique selec-tion (198 cars) on page 1. [C3041]

T. N. KENDALL & Co., Ford agents, sales and ser-vice.—26-30, Portman Close, W.1. Welbeck 4752. [5208]

CAMDEN MOTORS for all Ford models, over 40 full page display, page 257.

CAMDEN MOTORS, Leighton Buzzard 2041. [C1035]

Ford Miscellaneous Cars Wanted

ROWLAND SMITHS, the Ford buyers; highest cash prices.—Hampstead High St., N.W.5. Ram. [W4018 R

NORMAND, Ltd.

PIRST-CLASS mechanics and highly efficient super-vision produce the best results. ORMAND, Ltd., 405-9, King St., W.6. Riv. 3665.

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10314 R FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 6633), main Ford dealers service and all spaces (5003 R

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1955 Le Mans coupe green, new 85c engine.

21000 miles: £1550.

AFN. Ltd., 400. London Rd., Isleworth, Middx, 102015

Frazer Nash Cars Wanted

J. H. BARTLETT require Frazer Nash 528 2-senter.—
27. Pembridge Villas, W.11. Bay. 0523. [W1013]

Prazer Nash-B.M.W. Cars Wanted
ROWLAND SMITH'S, the Frazer Nash-B.M.W.
buyers: highest cash prices.—Hampstead High St.,
N.W.5. Ham. 6041.

GOGGOMOBIL

BUY your Goggo

MAIN distributors, London and Middlesex, new and used Gosgomobils for immediate delivery; spares

Mansell & FISHER, 93-95. Old Brompton Rd., Londo., S.W 7. Knightsbridge 7705. 10431/R 1957 Gorgomobil coupe, colour red with white top, 7,000 miles only, very attractive; £455.

Huxford & Son, Ltd., West St., Forchester, Hants.

Cosham 76770.

AS new unused, Goggomobil coupe, 400cc, anthracite red, radio, Underseal, total cost £702; must be sacrificed, family reasons; bargain £675 o.n.o.—Box 8915. PARKERS (MANCHESTER & BOLTON).

DARKERS (MANUFIRE and Manufire and parts facilities.—176. Deansgate, Manufester. Te. Deansgate, Manufester. Te. Deansgate, Manufester. Te. Deansgate, Manufester. Te. Bolton, Tel. Bolton, 1986.

1957 (August) T8300 coupe, well-known char-onner, 7,000, radis—whitevall, heater, etc.; ta magnetic clutch makes gear charac child's play, 2660, at £520; terms, exchange. Guarantee!— 1350.

SWANMORE GARAGE, Ltg.

1952 Healey Abbott drop head coupe, 90 mph. 28 1952 mpg. marcon with red interior; £545.—1176-1180. Christchurch Rd., Boscombe East, Southbourne [C4024]

1951 Healey Dickford sports raioon, green beige hide, one owner, extras, exceptional condition: £495.—Centra Newbury Motors, Ltd. Tel. Newbury 2000.

365 sus.—Healey 1950 Silverstone super aports 2-seater, bronze, all-over tonneau, Dunlop rating tyres, excellent condition; written guarantee; choice of 2: terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith. Hampstead (Hampstead Tube). Lampstead 6041. (C4018

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R OWLAND SMITH'S, the Healey buyers; highest

R oash prices.—Hampstead High St., N.W.S. Rem.
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HEINKEL

1958 Cabin Cruiser, one owner, 5,000, extras, as new, list £440; at £335. Guarantee Terms, exchange,—Gul. 1350.

COMERPORDS for Heinkel, immediate delivery, other S-wheelers including A.C. Petite, Bond and Reliant Regal for immediate delivery; first-class service, terms, —Comerfords, Oxford House, Portsmouth Rd., Thames Darton, Surrey. Emberbrook 5531 (6 lines), (0805, 8

GEORGE CLARKE pay most for Heinkels -273, Brinton Hill, S.W.2. Tube Hill 5211. [T9124

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HAVE available a range of Hillman cars of very low mileage. ONDON, W.1.

DEVONSHIRE House, Piccadilly,

GRO. 3401.

BIRMINGHAM, 2.

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MANCHESTER, E.

129. Deansgate.

BLA. 6677.

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A1 at Brown's.

1953 (Nov.) Himman estate utility car. dual grey, the distriction of the state of t

ACK ALPE offers:-

Brand new unregistered Hillman Minx Series II convertible coupe, thistic grey with red upholstery and hood, at reduced price of £825; brand new unregistered Hillman estate car, light sun grey with red upholstery, at reduced price of £825.

JULY, 1958, Hillman Minx Series II convertible coupe, thistic grey with red upholstery and hood, 2,450 miles only and as new, £775; another similar, 1957, 13,000 miles, heater and Undersadi, £725.

JACK ALPE, 50, Marylebone High St., W.1. Welbeck, 1124.

CROFTON GARAGES, Ltd.

1954 Hillman Californian, finished in duo green, brown interior, spotlights, heater: £495.— 132. Whitechapel Rd., Bishopsgate 3595. [C1159] Whitechapel Rd., Bishot
 F DOVE Ltd., offer:—

1957 Hillman Minx saloon, 12,000 miles; £645— L. F. Dove, Ltd., 44, Kingston Rd., London Sw.19, Tel, Liberty 3456. TOM GARNER, Ltd., offer:

1958 Hillman Mirx series II convertible blue.
TOM GARNER Ltd., 10-12, Peter St., Manchester.
2. Blackfriars 9255-6-7 [C2020]
A LTWOOD GARAGE offer:—

1956 (series) 17.10 55 Hillman Californian hard etc., taxed year, moderate mileage and in almost new condition throughout. \$575. LTWOOD GARAGE. Altwood Rd., Maidenhead, LTTE, Littlewick Green 70, evenings and week-ends Littlewick Green 507.

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1956 Series 1 Minx, radio, heater, Rapier-type head and exhaust, twin carbs, etc., ivory

Vellow: £685.

1954 Hillman estate car, grey, very low milege W. HAROLD PERRY, Ltd., Perry's Corner, Ecalest Rd., N.11. Enterprise 4404.

WARWICK WRIGHT, Ltd., offer:—

WARWICK WRIGHT, Ltd., offer:

1957 Hillman Minx Series II de luxe aaloon, grey
and charcoal, grey upholstery, heater, 5,000
miles, £695; 1957-53 models in different colours available, all low mileages.

1955 Hillman Minx Mark VIII saloon, black, red
upholstery, heater, 20,000 miles; £455
1958 Hillman Minx Series II convertible, blue, blue
upholstery, heater, 4,000 miles, £415, ancher in black or gree similar mileage.

With the William Minx Series II convertible, blue, blue
with the black or gree similar mileage.

With the William Minx Series II convertible, blue, blue
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(C4015)

PANTILES SERVICE GARAGE offer:-

1958 Hillman Minx series II, first registered May radio, heater and win mirrors, immaculate condition, one owner; £755. Pantiles Service Garage. Ltd. London Rd. Guildford. Tel. Guildford 5526. [C5035]
WARWICK WRIGHT, Ltd., offer:—

1950 Hillman Minx Mark IV saloon, cream and green, radio and heater; £550
1955 Hillman Minx Mark VIII special S.V. saloon, black, radio and heater; £481
1953 Hillman Minx Mark VI convertible, green, heater; £395, Warwick Wright, Ltd., 595, Edgware Rd., N.W.2, Gladstone 0041

THE CONTAY MOTOR WORKS, Ltd.

1957 Hillman Minx Series I, heater, low mileage, 1957 Hillman Minx de luxe, 2-tone, extras: £635. 1957 -164a, Southwark Bridge Rd., S.E.1 Water-loo 6162-3.

HENLYS offer with 4 month | guarantee:-

1955 Hillman Minx saloon, one owner, black with HENLYS, Ltd., 958-964, High Rd., North Finchlev N.12, billistic 6666.

D J. SHEPHERD & Co (Enfield), Ltd., offer:-

1956 Hillman Californian, radio, heater, reversing lamp etc. excellent condition; £585 - D J. Shepherd & Co. (Enfield). Ltd., 436, Hertford Rd., Enfield. Howard 1851

1957 Hillman Minx saloon, heater, antelope with red interior; £665 PASS & JOYCE, Ltd., 1/14, Great Portland St., W 1, Museum 1001.

CMI CAR SALES (Primrose 6623) offer-

1955 Hillman Californian, duo colour, heater, one of months' guarantee; terms, list on application.—
Swiss Cottage, Finchiev Rd., N.W.3. (C1051 HENDON CENTRAL GARAGE, Ltd., offer:—

1956 Hillman Minx saloon, one owner: £540.—
Hendon 804-5-5 Watford Way Hendon Central, N.W.4, TelDIXON'S GARAGE (PUTNEY), Ltd., offer:—

1955 (November) Hillman Californian, one careful owner, moderate mileage, in beautiful condi-

tion; £545.

1956 Hillman Minx. 2-tone blue, grey nominal Sw.15. Putney 0396.

1958 grey mileage only 5,000, virtually new; £725.

THOMPSON-DOXEY, Ltd., Mercedes-Bens main agents, 109-139, Eastbank St., Southport. Tel. 56:234-5-6.

£750 27—1953 two-tone charcoal/cloud white, miles certified, all facilities, part exchan J. S. MONRO, Hillman Specialist, Newbury Rd. dover. Tel. 3006.

1957 E650.
1958 Hillman Minx de luxe saloon, grey green;
1959 Hillman Minx de luxe saloon, black, fitted
77771.
(C2077

17771.

£395 —1955 (Oct.) Hillman Minx estate car, in yery wood condition; terms; exchanges.

D F. WYATT, 31-35, Fortune Green Rd. West Hampstead, N.W.6. Hampstead 8988. [C4055]

CAMDEN MOTORS for a wonderful selection of all phillman models, see special display advert page

CAMDEN MOTORS, Leighton Buzzard 2041, (C1035)

1953 Hillman saloon Mk. VI. fawn, red uphol-stery, heater, new battery; £380.—Byfleet 1920;

1956 (August) Hillman Minx Series 1 saloon in

PHCENIX MOTOR Co. (SURREY), Ltd., Phoenix House, High St. Sutton, Surrey Vigilant 0161, [C5044 1954 Hillman Minx. heater, in exceptional good condition throughout; £455.—Cavendish Motors, Cavendish Rd. N.W.6. Willesden 0046. [C112]

1956 Minx, series 1 heater, one owner, 18,000 N.W.5 Ham, 2221 (942)

1952 Eillman convertible, truly beautiful order £380.—Smith & Hunter. 370, Kensingto High St., W.14. Western 2312.

High St. W.14. Western 2312.

£345 III—November, 1952. Hillman Minx of the state of

cellent condition: £445.—Esher 2255. [24086]
1957 (May) Hillman Minx de luxe, heater, etc., 10,000 miles: £650.—Streatham Hill Motors, 54 Streatham Hill. Tul 2221.
1950 1952 Hillman Minx, very good condition, engine overhaul, maroon, red interior, heater, extras, taxed December, £400. (1950)
1955 Rilman Minx, condition as new, one owner, 2475; taxed December extras fitted, blue, red interior; £475; taxed December - Greswolde Garages, Ltd., High St., Knowle, Tel, 2341.

1958 (Aug.) Hilman Minx series II saloon de Dec. 31. new cost £825; special price, £750.

1957 (April) Hilman Minx series I saloon de Caller, taxed Dec. 31. new cost £850; special price, £750.

1957 (April) Hilman Minx series I saloon de new rider, taxed Dec. 31. new cost £850; special price £675.

1956 model Hillman Minx "Gaylook" saloon de 1956 luxe, regd. Oct. 1955, in latest colour scheme, ovster grey charcoal, light blue interior, 24.022 miles only, taxed Dec. 31, brand new condition, interior and exterior; 2575.

A LL the above cars have had one private owner only, supplied new and serviced by us, charged for new Hillman Minxs, and carry our 3 months' guarantee.

guarantee McKinnon Motors. Ltd., "Langham House" 5, McKinnon Motors. Ltd., "Langham House" 5, Stafford Rd., Wallington, Surrey Established 52 years, Works: 111. Stafford Rd., Wallington Surrey. Tel.: Car Sales, Wallington 5404; Works and Service. Wallington 6655 and 6655 a

Wallington 6655 and 0057 1956 (late) Minx de luxe saloon, heater, m extras: exchanges; £585.—Lawton-Goodm 135, Cricklewood Broadway, N.W.2. Gladstone 2226 [C2]

1955 Hillman Minx convertible, heater, immediate condition, one owner; £485.—Kirkdale Cars, Kirkdale, Sydenham 8.E.26. Sydenham 6129 (C2068.1

HILLMAN Minx, 1956, small mileage, one owner, exceptional condition: £495.—Faligreen Motors, Ltd., 34-37, Upper Green Heath, Mitcham Tel. Mit, [C215]

1957 Hillman Minx Series I saloon, black, heater £645 - Cattermoles (Garages), Ltd., 79. Pentonville Rd., N.I. Terminus 1001 (7775)

1955 (Sept.) Hillman Californian, black and red, every conceivable extra including radio, one owner, specimen car: £535—Motorwell, Tel. Pal. 5314.

1958 (June) Hillman Minx series II de luxe 11.000, taxed, perfect condition; £685.—Keridge, Ltd. Alton 2224

G&M dLFREDS (1956), Ltd.—1954 Hillman Minx drop head, genuine mileage under 20,000, one owner, above average; trade invited.—5-7. Warren St., W.I., Euston 5268

625 gns.—Hillman Minx 1957 mode series 1 C luxe saloon, heater, one owner, exceptional written guarantee; terms, exchanges.—Rowland Smith

ielow, s. Hillman Minx 1956 de luxe saloon, duo-545 tone blue grey, heater, carefully used; written guarantee: terms, exchanges, Rowland Smith, below, 295 sns.—Hillman Minx 1951 Phase IV saloon, black, exchanges; list, open, cry week days and Saturdays, Rowland Smith, Hampstead (Hampstead Tube), Hamp-stead 6041.

1957 (Sept.) Hillman Minx de luxe saloon, Series stead 6041.

1957 (Sept.) Hillman Minx de luxe saloon, Series Condition: £660 - Cattermoles (Garages), Ltd., 73, Pentonville Rd., N. Terminus 1001.

1959 MICHAEL CHRISTIE MOTORS for the beautiful Alexander Minx, twin carbs., 69bhp engine, Laycock overdrive on third and top, centre gear lever and restyled coachwork, send for "Autocar" road test.

MICHAEL CHRISTIE MOTORS, Aylesbury 4727.

MINX seloon late 1956 2-tone grey, in excellent, repeat, excellent condition, equipped radio, heater, washers, etc. mileage 14,000, £599.—16, Harcourt Rd. Folkestone.

1948 coupe, silver grey, blue leather, apotless condition: £275; exchanges, terms.—Bray Motors 180-184
West End Lane, N.W.6. Hampstead 6490.

West End Lane, N. W. Bampstead 6490. [Clide-1957] red upholstery, heater, one owner, as brand new: £625.—Coles Garages, Lid., 42. Worple Rd., S.W.19. Wimbledon 6195 and 96-98, Ewell By-pass. Ewell 2939.

1 Cl054

2345 — Hillman Estate car, duotone pastel, concaled seating, host extras, a 1950 better most
55*s, many others, A.A. or R.A.C. exams welcomed, exchanges, h.b.—Benmotors, I. Clarendon Road, W.H.
Park 506-7, C50yds Holland Park Tube.

WARWICK WRIGHT, Ltd., offer:-

1958 Hillman Husky series II double duty, blue and pearl grey, red upholstery, heater, 12,000

miles, £665.

1956 red upholstery, heater, 14,000 miles, £475

WARWICK WRIGHT, Ltd. Lord's Court, St. John, Wood Rd., London, N.W.S. Cunningham, 6050

1956 (May) Hiliman Husky. 1.h steering. 14,000 GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus., 4466. (C3025

1957 (March) Hillman Husky in grey and green nitted with heater, very moderate mileage.

PHENIX MOTOR Co. (SURREY), Ltd., Phonix House, High St., Sutton, Surrey, Vigilant 0161. 1957 Hillman Husky, one owner, 18,000 miles Ham, 2221, Barnes, 315, Finchley Rd., N.W.3

Hath. 2221. [0009]
1956 (Oct.) Hillman Husky, blue grey. 15,316 miles
available, taxed Dec. 31. changed for new Hillman
Husky; £475. See our advert, under Hillman (Used

Cars).

M Skrfford Rd., Wallington, Surrey, Works: 111.
Stafford Rd. Tel, Car Sales; Wall, 5404, Works; Wall, 6655-6. Established 52 years

6655-6. Established 52 years

395 gns.—Hillman Husky late 1955 Estate cargolden sand, fold-flush rear seating, unmarked,
written golden sand, fold-flush rear seating, unmarked,
written golden sand saturdays.—Rowland Smith, Hampstead
(Eampstead Tube). Hampstead 6041. (Color

4469—1957 model Hillman Husky, pearl grey and
beater, spollight, excellent condition throughout,
gain.—Haverstock Garage, 30, Haverstock Hill, N. W. 5,
Guillier 2662

Guilliver 2002

Hillman Cars Wanted

A LMOST new Hillman required immediately.—Morley,
76, Cambridge Rd., Kingston, Kingston 8885,
W3016

W3016 ROWLAND SMITH'S, the Hillman buyers; inghest cash prices.—Hampstead High St., N.W.3. Ham, 184018 R

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient super-vision produce the best results.

ORMAND, 1td., 405-9, King St., W.6. Riv. 3665.

12-cylinder Hispano-Suiza Cars Wanted London.

Son. Ltd. 932a, North Circu'ar Road, London.

N.W.2.

H.R.C. Cars Wanted

OWLAND SMITHS, the E.R.G. buyers; highest cash prices—Hampstead High St., N.W.5. Ham [W4018 R

HUDSON

HUDSON 1937, 16.9hp, kept like crown jewel, 20.000 miles only: offers.—41. Spring Lane, Warners End. 1936 Hudson Rambler de luxe, black and gradient with 2-tone lyson trim, overdrive, radio, beater, spotlamp, etc. low mileage, on owner, unbemished throughout, at balf original cost: 21,175.—The County Garage, Gerrards Cross 3725 18320

THE Hudson Buyers.—See under American Cars

SIMPSON'S.-Wem 8691/3903/4422

1 W 4015

Hudson Spares and Service
HUDSON MOTORS, Ltd., Great West Rd., London.
W.4. Chiswick S621.—First-class service for all
Hudson cars, spares freely available either through
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HAVE available a range of Humber cars of very low

DEVONSHIRE House, Piccadilly.

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BLA. 6677.

TOM GARNER, Ltd., offer:

1958 Humber Hawk series I saloon, black grey, 1958 heater, overdrive, 8,000; £1,145
1958 Humber Hawk series I saloon, grey, Reutler seats heater, overdrive, 2,000; £1,250.
1956 Humber Super Snipe Mk, IVB saloon, grey, 18,000; £765.
Tom GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6-7.

10106 R

AMES SPENCER, Ltd., offer:-

1000 miles only!—1958 Humber Hawk saloon, radio, heater, whitewall tyres, etc., original cost £1.450 now oifered at £1.265.

JAMES SPENCER, Ltd., Broadway, Bexleyheath. 7el. Bex, 4265/4209. GREENHILL MOTOR Co., offer:-

1958 (Aug.) Humber Hawk in duo blue, 600 miles only, de luxe radio, heater, immaculate and as new, 275 under list price.—Marsh Rd., Pinner, Middx. Pinner 9888, [C2125

CHARLES FOLLETT, Ltd., offer:-

1955 Humber Super Snipe, grey, heater, radio, tully serviced, guaranteed 6 months; £645.

CHOWROOMS: 18, Berkeley St., London, W.1, May-

Service & Stores: Barnsdale Yard, off Elgin Ave... W.9. Cunningham 5956. [C2010 WARWICK WRIGHT, Ltd., offer:-

1956 Humber Super Snipe Mark IV (Borg Warner) and heater. 28,000 miles; £858 Miles upholstery, radio and heater. 28,000 miles; £858 Miles upholstery, radio and heater. 17,000 miles; £850 Miles; £850

1957 Humber Hawk Series I saloon, grey, red upholstery, radio and heater, 11,000 miles; WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8, Cunningham 6050, [C4045]

WARWICK WRIGHT, Ltd., offer:-

1948 Humber Super Snipe saloon, black, brown upholstery, £155.

WARWICK WRIGHT, Ltd., 595, Edgware Rd., N.W.2. Gladstone 0041. ENGINES RECONDITIONED. Ltd., offer:-

1949 Humber Hawk Mark III saloon, in immacu-iate order throughout: £295.—333. Pinner Rd., Harrow. Middlesex. Tel, Harrow 5366. C2070 HENLYS offer with 4 months' guarantee:-

1956 model Humber Hawk saloon, heater, over-drive, cream and blue with grey interior;

HENLYS, Ltd., Parkway, Regent's Park, N.W.1. [942]

HEARSES! we are building deck and bearers on the H27hp chassis, inspection invited.

A LPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161.

1952 Humber Super Snipe, excellent condition SCOTT CARS, 341-547, Pinchley Rd., Hampstead, S London, N.W. 3 Hampstead, 8676,7779.

A&S Ltd Humber Pullman and Imperial seven
passenger cars. See under Limousines.
APE & SAUNDERS, Ltd (Limousines Purchased)
Providence Court, North Audley Street. (Near
Selfridges.) Mayfair 2941.

1957 (March) Humber Hawk saloon, in grey and blue, fitted with heater; £895.
1953 (July) Humber Super Snipe, in black, fitted with radio and heater; £435.
PHENIX MOTOR Co. (SURREY). Ltd., Phosnix House High St., Sutton, Surrey. Vigilant 0163 (C3544

JACK ALPE LIMOUSINES.

MARYLEBONE, W.1. Welbeck 1124, DULLMAN, 1954. Blue Riband ohv Series IV. cloth rear, heaters, radio, servenswash, one private owner, moderate milesage, black, £1,393.

IMPERIAL, 1954. Blue Riband ohv Series IV 7-passenger saloon, leather throughout, heater, radio, loose covers, private, 28,000 miles only, black; £1,395.

PULLMAN, 1953. Series III, cloth rear, heaters, radio, loose covers, 32,000 miles, one private owner, black; £1,005.

2. 1065. MAN. 1952. Series III. l.h.d., cloth rear, heaters, 22. 1065. MAN. 1952. Series III. l.h.d., cloth rear, heaters, 27.000 miles only private, black £750. MPERIAL, 1952. Series III. 7-passenger saloon, leather throughout, heater, one private owner, black:

£955.

PULLMAN. 1951. Series III. cloth rear, electric partition, heaters, black; £795.—Jack Alpe Limousines
50. Marylebone High St. W.1 (near Baker Street
Station). Welbeck 1124.

1939 Eumber Snipe Imperial saloon, excellent condition, radio, heating; write, offers,—
[9177]

HUMBER Hawk Oct., '55. grey, red leather, beater, tubeless tyres, overdrive, 24,000 miles, immediate car, no dealers: £600.—Box 8978. 19358

1955 Humber Super Snipe, one owner, radio, etc., in lovely condition, £595.—Wheelers (Newbury) £020. [C4125

1957 Hawk Mark VI de luxe saloon, blue dawn mist, overdrive, 15,000 miles and one careful owner only; £750; terms; exchanges; open 9 p.m.
Till.EY'S AUTOS, 205-219, Holland Park Ave., W.JI.
Tel. Park 0317.

Tel. Park 0317.

G&M ALFREDS (1956), Ltd.—1953, throughout produced in the production original, with guarantee trade invited.—6-7, Warren St., W.1. Euston 3268, [C1005]

1957 Humber Hawk de luxe saloon, finished in black with red upholstery, a most perfectly THOMPSON-DOXEY, Ltd., 109-159, East Bank St... [C4120]

A Southport.

*** above criticism, coachwork flawless, appear
ance equal to new; 499gns.—Home & Overseas Motor
160. Finchley Rd., N.W.5. Hampstead 0067-8-9. 901

AZ MOTORS offer 1954 convertible, beautiful orde,
any trial; £435; also 1953 anniversary salog
one owner; £395! 1957 6hp!—Palmerston Rd., N.W.4.
Mail, 4723.

Mai. 4725.

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May Charlest type), grey/white, red interior, bargain; £995.—Silverthorne Motors, Ltd., 11. Filteros Sq., W.I. Euston 7811.

May Charlest Barbar, Barbar,

Rowland Smith, Hampstead transported (C4018 1956 (June) Humber Hawk saloon, model 6A, black, radio, heater, screen washers, mirrors, one owner, taxed: £670.—Cattermoles (Garages), Ltd., 79, Pentonville Rd., N.1. Terminus 1001. [19398 1958 - Lone, heater, H.M.V., push button radio, 12 months' warranty: £1,200.—Mebes & Mebes, Ltd., The Broadway, Mill Hill, R.W.7. Mil. 2040.6542. [1940.6542]. [1956]. Humber Hawk saloon, grey-red, one owner, control of the control of the

\$360 o.n.o.—Humber Hawk 1951 saloon, blue, blue,

1953 Humber Hawk saloon, black red leather in-owner, well maintained; £425.—Harrison, 578. Har-rinston Gardens, South Kensington, S.W.7. Fremantle 1819.

CS059

5598.—Humber Hawk 6 1955 series, overdrive, most choice 4, many others. A. or R.A.C. exams welcomed series as new, exchanges, pastel beige tyres as new, exchanges, pastel beige tyres as new, exchanges, pastel beige tyres as new, for the control of the co

Mail 4725. Humber Hawk, immaculate, low mileage, holstery, radio, heater, sun roof, etc.; 25mpc; private sale: £595 o n.o.; hire purchase available.—G. M. Jones, 21, Radnor Mews. W.2. Pad. 2715. [9110]

1957 (Sept.) Humber Hawk, one owner, 9,700 miles burgundy and cavalry belies, a superbexample. £1.025; exchanges, deferred terms at minimum rates.—173 Westbourner Grore, W. 2. Bay 1861. [C4055]

Place. Westbourne Grove. W.Z. Bay. 1981. [03030]

1954 (August) Humber Hawk Mark VI, ohv enheater overriders, taxed Dic. 3 one private owner;
VI Sawk in the country; £585. See our advert.
Under Hillman (Used Cars).

McKINNON MOTORS, Lid., "Langham House," S. McKINNON MOTORS, Lid., "Langham House," Stafford Rd., Wallington, Surrey. Works: 111.
Stafford Rd. Tel. Car Sales: Wall. 3404. Works: Wall
6655-6. Established 52 years.

1953 Humber Hawk, grey with red interior, excelMCLAREN & COX, Ltd. 928, High Rd. North
Finchley N.12. Tel. Hillside 0560/6306-8

NEW Super Snipe unregistered. Net price \$1.201.7

automatic transmission £167/10.—Acorn 7660.
C4112

1050-5

Series I Humber Hawk saloon, finished in due blue with blue interior, fitted heater, one blue with blue interior, fitted heater, and blue with blue interior, fitted heater, one blue with blue interior, fitted heater, with the blue in

HUMBER Super Supe de luxe 1957 model, 2-tone Rerey. fitted radio, etc., and with fully adjustable front seats and automatic box, mileage 16,808, immaculate throughout; £1,040; terms, exchanges, Loves Garages (Kinver), Ltd., Stone Lane, Kinver, Toutbridge, Pullman 7-passenger limousifie, a genuine 1948 model, not to be confused with any interest many interest from the confused with a service of the second section of the confused with seat of the confused wi

To special fire car catalogue and illustrated brochive.

CAIDEN MOTORS. Leighton Buzzard 2041. See special display advert, page 257. [C1035-1]

MARK VI Humber Hawk saloon, 1956, equipped with the all-important and petrol-parting overdrive, a breautiful black car with rich jed hide interior, privately tained in used allow new, two previous owners, maintained in used allow new, two previous owners, maintained in writing; 2665, 450 other cars available, see display advert, page 257 and write for descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Terms, exchanges: open till 8 p.m. [Clo85]

A LPE & SAUNDERS, Ltd., require Limousines or Imperials in above average conditions.

A & S Ltd. Providence Court, North Audley Street. (Near Selfridges). Majfair 2941. [WIO.5] A LMOST new Humber required immediately —Morley.

A LMOST new Humber required immediately —Morley.

76. Cambridge Rd., Kingston Kingston 8885.

[W3016]

ROWLAND SMITHS, the Humber buyers; highest cash prices.—Hampstead High St., N.W.5 Ham [Wa018 R URGENTLY required, low-mileage 1957 Humber Sup Snipe with automatic transmission.—Write B GOOD Humber required immediately.-G. Edw Amenbury Lane, Harpenden, Herts. Harp

XXX Excellent cash price offered for good Humber limousine.—H. F. Edwards, 154, Great Titchfield St., London, W.I. Langham 0012 (W2005)

Humber Spares and Service

THE Humber specialists for all spares. Tel. Uplands
3637 See selvt under Parts & Accessories.

EATON MOTOR Co., offer:-

1957 (June) B.M.W. Isetta, one owner, guaranteed 1,900 miles only, as new; £275.

EATON MOTOR Co., Eaton Socon 236 (St. Neots), [C21]4

1958 Isetta Plus model, cream, heater, 4,500 miles, perfect; £295.—Tel. Maidstone 51998 [9104 1957 BMW Isetta, pale blue, low mileage, excel-lent condition taxed; £255.—136, Bath Rd., Banbury, Oxon. [8955] V&F MONACO MOTORS.—Official B.M. retailers; immediate delivery.—363.

GEORGE CLARKE pay most for Isetta.—278 Briston Hill, S.W.2 Tulse Hill 3211. [T9124

CLAUDE RYE urgently require Isettas, top prices paid: h.p. accounts settled -899. Puiham Rd., S W 6. Renown 6174.

JAGUAR MARK VII

HENLYS, Ltd.,

WE have all models of Jaguar.—For address showrooms see advertisement under BENTALLS, Ltd

1956 series Jaguar Mk. VII. automatic. 15.000 miles, grey, grey upholstery; £1,025 — Kingston-on-Thames. Kingston 1001. A1 at Brown's.

1955 (July) Jaguar Mark VII M type automatic
W.J. BROWN, Ltd., 339, Finchiey Rd., N.W.3,
Ham, 2264.
H. C. PAUL, Ltd.

1956 Jaguar Mk. VII saloon, black/red, overdriv exceptional condition; £865.—52, Brut-Place, Berkeley 8q., W.I. Mayfair 0821-2. 1C30

SIDNEY MARCUS, Ltd. 1955 Mk. VII M. this car, fitted with overdrive, had seat covers and rubber mats on carpets since it was delivered, 19,000 miles; 2765.—35 Sloane St., S.W.I. Tet. Belgravia 3721.

J. DAVY, Ltd., Jaguar agents.

1955 Jazuar Mark VII M. automatic. one owner, excellent condition; 4815
80-184, Kensington High 84, W.8. Wes, 7181.
80-115, Brompton Rd., 8.W.5, Kni. 4215, 68, North Row, Park Lane, W.1. Hyde 2311. Arlinston St., Piccadilly, S.W.1. Hyde 3141.

H. BEART & Co., Ltd., offer;-

1954 Jaguar Mark VII caloon, suede green, fitted radio, supplied and maintained by us from new: £625.—102 London Rd., and High St., Kingston-on-Thames, Kingston 5348. TACK BOND (VINTAGE AUTOS).

£485 —1955 Mark VII, 45.000 miles, excellent con-VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bays-water 5929 6353.

EATON MOTOR Co., offer:-

1955 Jaguar Mark VII M, one owner, overdrive, radio, blue with blue interior, unmarked and tautless. E795. Jaguar Mark VII M, overdrive, grey with red interior, new tyres, faultless condi-

EATON MOTOR Co., Eaton Socon 236 (St. Neots).

CLARKE & SIMPSON, Ltd., offer:-

1956 (February) Jaguar Mark VII saloon, auto-guaranteed mileage 10,100, faultless condition, £1,050, —49, Sloane Square, S.W.1. Tel. Sloane 0456, [C1048 WEYBRIDGE AUTOMOBILES offer

1953 Mk. VII saloon, finished in dual brown of the property of

WEYBRIDGE AUTOMOBILES. Ltd., 50, Queens Rd., Weybridge, Surrey, Weybridge 2233, extn.

CAT MOTORS .- Bargain of the week:-

1955 M-type Mark VII Jaguar, fitted radio, overdrive, ivory with red leather; ut able, 599gns - C.A.T. Motors, 56, Warren St...

HENLYS offer with 4 months' guarantee:

1956 model Jagnar Mark VII saloon, overdrive, me owner, grey with red interior; £895.
HENLYS, Ltd., Parkway, Regent's Park, N.M., 19417. H. NEWSOME & Co., Jaguar Specialists, offer

1953 Mark VII saloon, grey with grey leather; 2515—S. H. Newsonie & Co., Ltd. Jaguar Distributors, Corporation St., Coventry. Tel. 25061 (55145)

1951 very good condition, nnished in blue, fited radio, etc.; £410.—Weybrings £265. [C145]

Jaguar Mark VII 1955, radio, heater, carefully maintained and in good condition, £475. [History Robert ByrRom (DELPH), Ltd., Slackcote Mills, Delph, nr. Oldham, rel. Delph £25-6. [915]

1955 series Jaguar Mark VII, automatic, ratio, berater, outstanding condition, £845. [C016]

Scott Beater, outstanding condition, £845. [C016]

1954 outstanding condition, £865. [C116]

Jaguar Mk VII, 25,000 miles, genuting, grey, Jack WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountwiev 5228. [C411]

1956 Jaguar Mk. VII M, automatic transmission radio, one owner, immaculate throughout

PHENIX MOTORS, Ltd. Oxford Rd., Gerrards Cross, Denham 2716, Gerrards Cross 2545, [C314] 1952 Jasuar Mark VII. dual colour, low mileage immaculate; £475 - Mansfield Autos, Ltd. Fitzroy St., London, W.I. Euston 2587. [C300]

1953 Mark VII saloon, radio, heater, guaran sington High St. W.14 Wes, 6631, (CS02

1956 Jaguar Mark VII automatic, low mileage birch grey, red leather, radio, beautiful con-

1955 dition, spotless, 29,000 miles only—Portaga Motors, Ltd., 142, Finchiey Rd., N.W.3 (opposite Finchiey Rd., Tube station). Hampstead 9661. [CS053 1953 54 Mark VII. dua colour, in exceptional good motors, Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [CI12]

1956 Jaguar Mk VII M automatic, 25,000 miles owner, marcon; £975; 6 months

COX & Co., Buxton Rd., Hazel Grove, Cheshire Stepping Hill 4455

1954 (July) Jaguar, radio, heater, overdrive, one 27,000 miles only; £610.—Barnes 515 Finchley Rd., N.W.5. Ham. 2221. 1955 Pinchley Rd., N.W. S. Hain, 2221. 19824 1955 Jaguar Mk. VII M-type, one owner. 24,000 Ltd., Downing St., Farnham. Tel. 4873-4. [C2110]

1954 Jaguar Mark VII. radio, heater, excellent condition; £600 Robbins, East Putney.

1954 Jaguar Mark VII, B.r.g., fitted radio and tonal throughout, 2595.
WOKING MOTORS (MAYBURY HILL), Ltd.
Surrey, Woking 4277,

AZ MOTORS offer: 1952 Mark VII. radio. heater. unrepeatable barvain; £4251 Also 1950 Mark V: £3751-Palmerston Rd., N.W.6. Mai, 4723. [C1011

1955 Mark VII Jaguar Type M, heater, radio, shops, stored each winter, as new; £795.—Booth, 27, Hollinsend Rd., Sheffield, 12.

1952 Mark VII saloon, grey with grey interior, factory reconditioned engine, 8,000 miles, Michelin X: £440.—Harold Hamblin (Cars), [C2143]

Jack Rose, Ltd., offer:—1954 Mark VII Jaguar, in grey, carefully used and driven since new, most attractive, genuine car, mileage 50,000-odd, accept £595. —Stafford Rd., Wallington, Surrey, Wallington, 6677.

1956 (March) Jaguar Mk. VII saioon, black with radio, in superb condition throughout—Tel. Mr. Gray, Wesser Motors, New St., Salisbury, Tel. 5275 (1965)

1953 (May) Jaguar Mark VII saloon, black red hide, mileage 46,300, fitted heater, sun-roof, radio, windscreen swashers, Ace Rimbellishers, wins mileage seenable, almost new yers, first class condition, this car having been taken over from smost careful owner, £340.

C. R. ABBOTT & Co., Ltd., Dukes Rd., Western Ave., Acton, W.3. Acoth 5224.

GEORGE NEWAN & COMPANY require for cash low miles age Jaguar Mk. VII Care Wanted www. 2025 ALMOST new Jaguar Mk. VII required immediately. ALMOST new Jaguar Mk. VII required immediately. 86. Embriske Rd., Kingston. Krugton and Julyana and Julyana

DUNCAN HAMILTON without doubt will pay a bette price for your Jaguar.—53. High Rd... Byfleet Surrey. Byfleet 3101.

JAGUAR MARK VIII

ENLYS. Ltd.

7 Jaguar Mark VIII automatic, two-tone mar radio, 9,000 miles; £1,495. OUR months' warranty.

LEX GARAGES, Ltd., 2, Lexington St., London, 19331

LEX WEMBLEY COURT MOTORS.

AGUAR main dealers.

58 Jaguar Mark VIII, automatic, two-tone grey DOUR months, £1.850.

LEX GARAGES, I.td., High Rd., Wembley, Middx. (1932) R HARDY & SON offer: -

1957 Jaguar Mark VIII saloon, automatic gears duo colour *heme. 12.000 miles only. radio one owner: £1.550, -52-55, Marylebone High St., W.I. Hunter 0942. EATON MOTOR Co., offer:-

1957 Jaguar Mark VIII, automatic 2-tone grey, interior, one owner, absolutely unmarked as new, radio, new Michelin X tyres, fully guarant

EATON MOTOR Co., Eaton Socon 236 (St. Neots).

H. BEART & Co., Ltd., offer:-1957 Jaguar Mark VIII saloon, duo grey, light blue wing mirrors, superbly maintained by one careful owner; £1,450—102, London Rd, and High St. Kingston-or-Thames. Kingston-off, 2000 (Close)

PHILIP RICKARDS, Ltd. offer: 1958 Jaguar Mk. VIII saloon. British racing green. exchange, deferred terms.—4. Brick St., Park Lane, London, W.I. Tel. Grosvenor 4772-3. [C5051

DUNCAN HAMILTON & Co. offer:-

1957 Mark VIII, 10,000 miles, black with red in-maculate: E1,395.

O'Ekn all day Siturday 33, High Rd. Byfleet, Surrey, [C1091]

BROADWAY MOTORS, Hounslow, offer:

1957 Jaguar Mk. VIII, black with tan hide, 17.000 miles only, absolutely spotless; £1.595.—Hanworth Rd. (Houndless East Tube), Middx. Hou. [C1113]

HENLYS offer with 4 months' guarantee:-

1957 Jaguar Mark VIII zaloon, overdrive, one owner, British raving green with tan interior. HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Finchley 0081 9782.

1957 (May) Jaguar MR. VIII, black with red leather, automatic, under 5,000 miles; £1,685.—City Motors, George St., Oxford 48021, [C1146

1958 (April) Jaguar Mark VIII, 5,000 miles, one EL 595.—G. E. Harper, Ltd., Löndon Rd., Stevenage, Tel., 700-1.

1957 Jaguar Mark VIII saloon, dual grey, red in-radio, new battery, new tyres and in showroom condi-tion throughout; £1.475.

AUTO TRADING Co. Ltd., 24-30, Shirley Rd., Southampton, Tel. 27451-2.

JAGUAR 2.4

HENLYS, Ltd.,

WE have all models of Jaguar.—For ac showrooms see advertisement under

LEX WEMBLEY COURT MOTORS.

AGUAR main dealers.

56 Jaguar 2.4, special equipment. British racing FOUR months' warranty.

LEX GARAGES, Ltd., High Rd., Wembley, Middx. 19326 S. H. NEWSOME & Co., Jaguar Specialists, offer:-

1956 24-litre special equipment saloon birch grey, blue leather, 21,000 miles; £1,035.

1956 24-litre special equipment saloon, pearl grey, light blue leather, 14,950 miles; £1,100.

1957 24 special equipment saloon, pearl grey, 14,700 miles; £1,835.—8, H. Albert et al. (Control of the control of the cont

SCOTT CARS offer: 1956 2.4 Jaguar, one owner since new, excellent Condition throughout.
SOUTT CARS, 341-547. Finchley Rd., Hampstead.
London, N.W.5. Hampstead 8676/7779. [Cold EATON MOTOR Co., offer:—

1958 Series, Jaguar 2.4 special equipment, owner, radio, grey with red interior, to pletely as new, sacrifice, fully guaranteed, £1.295 EATON MOTOR Co., Eaton Socon 236 (St. Neo

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth JAGUAR 2.4-litre, special equipment saloon, April 1956, finished in maroon, with beige hide interior, moderate milage; £1,095LDFORD), Ltd., Portsmouth CoMBS & SONS (GUILDFORD), Ltd., Portsmouth Surrey, Tel., Guildford 62907.

1957 Jaguar 2.4, Cornish grey, overdrive, radlo, Woking Motors (MAYBURY Hill.), Ltd. Surrey, Woking 4277.

1956 Jaguar 2.4, one owner since new, low milescent of the same for the same for

1956 — Parsons & Parsons (Garaces, Ltd. Potter St., Harlow, Potter St. 21. 195.

JACK ROSE, Ltd., offer 1956 2.4 Jaguar, in pearl zerg and red hide, most attractive, any examination, accept £1.025—Stafford Rd., Wallington, Surrey. Wallington 667.

Ington 6677. (C3056)
1956 drive, one owner, taxed, 24,000 miles, new
tyres, finished green, unmarked; £1,095, terms.—747.
Dunstable Rd., Luton 51451. [9315]
1958 January, Jaguar 2.4, black with grey interior,
special equipment, overdrive, mileage 9,000,
2224. (C3118)

2224.
2224.
21195 | 1-1956 | Jaguar 2.4 but the finest available that mileage spotlessly maintained. Natice overdrive special equipment and many extrastibilists the specimen you have been looking for. 100 LaMBS OF WOOD GREEN (Established 1897): 100 cars; of months written guarantee, exchanges, hire purchase—421-425. High Rd. Finchley. Fig. 2225.

1957 2.4-litre Jaguar saloon, special equipment, change; offers please for early disposal; distance no object.—Bambers, Ltd., 53, Liverpool Rd., Southport, 17cl., 65161.

191. 50101.

1958 Jaguar 2.4 saloon, grey/blue, special equipmiles, one owner, unblemished throughout: £1,455.

Cresta Garage, Groby Rd., Leicester, Tel. Anster
19272.

1957 Motorola radio, special equipment, one owner 6,000 miles only, indistinguishable from new; terr arranged if necessary; £1,250.—Walton-on-Tham 5625.

Jaguar 2.4 Cars Wanted

Low mileage automatic required. Lethbridge. Hop 5797.

2.4 with overdrive, wanted urgently.-Pinner Motor [W5105]

PRIVATE buyer is prepared to pay over trade price for 1956 B.r.g.—Tunbridge Wells 798. [9155]
WANTED. 1958 Jaguar 2.4 or 3.4 special equipment model, overdrive and disc brakes, low mileage.
J. E. GREEN (GARAGES), Ltd., Newton Abbot. Tel. 478. DUNCAN HAMILTON without doubt will pay a bette price for your Jaguar.—33, High Rd., Byfleet Surrey. Byfleet 3101. [W109

WANTED, 2.4 Jaguar, late model preferred.—Two-ways, Foxgrove Rd., Beckenham, Kent. Becken-ham 6840 or Ravensbourne 1252.

ALMOST new Jaguar 2 4 required immediately—
Morley, 76, Cambridge Rd., Kingston. (W3016) JAGUAR 3.4

HENLYS, Ltd.

WE have all models of Jaguar.—For addresses showrooms see advertisement under "Jag BOSHIER for Jaguar.

1957 (June) Jaguar 3.4 saloon, automatic trans-blue: 21,595. Norwick Ltd., Chapelfield Road Gar-ages, Norwich 2148 (5 line). [Cl168]

Jaguar 5.4-litre, special equipment saloon, supplied by us, July 1957, finished in British acing green with tan hide interior, fitted with expensive H.M.V. radio, turbo discs, etc., 9,000 miles only, unmarked condition: 21,485s. GUILDFORD), Ltd., Pertsmouth COMBS & SOURCHOND, Ltd., Pertsmouth Roed, Guildford, Surrey, Tel. Guildford 62907, Roed, Guildford, Surrey, Tel. Guildford 62907, GUISS

DUNCAN HAMILTON & Co., offer:-

1958 series 5.4, carmen red, with silver gre; interior, fitted disc brakes, overdrive, H.M.V. radio, turbo discs, badge bar, wing mirrors, etc., beautifully maintained by one private owner.

1958 3.4, B.r.g. with green interior, fitted over-unmarked condition throughout; £1,585.

OPEN all day Saturday.—33, High Rd. Bridet, Closel

JAGUAR 3.4 S. H. NEWSOME & Co., Jaguar Specialists, offer:-1957 5.4-litre special equipment saloon, cornish grey, dark blue leather, overdrive, 17,000 colles; £1,355.—S. H. Newsome & Co., Ltd., Jaguar Distributors, Corporation St., Coventry. Tel. 25061.

1957-8 Jaguar 3.4, grey, red hide, overdrive, one owner, outstanding condition; £1.475.
1958 Jaguar 3.4, grey, red hide, overdrive, disc brakes, 1.000 miles only; £1.675.
HEWITTS GARAGE, Ltd., High St., Amblecote, HEStourbridge, Tel. Stourbridge 5138. [C2136]
1958 Jaguar 3.4, overdrive, Cornish grey, disc brakes, 12.000 miles, one owner, £1.635.
WOKING MOTORS (MAYBURY HILL), Ltd., Surrey Woking 4277.

WOKING MOTORS tands
Surrey Woking 4277

1957

3.4 Jaguar automatic saloon, 12,000 miles
only in immaculate condition, 21,495
Pinner Motor Co., Ltd., Pinner 456.
JAGUAR 3.4, fitted with overfive and disc brakes,
Jaguar 3.4, fitted with overfive and disc brakes,
Smith's Motors, Dovercourt, Essex,
19365

Smith's Motors, Dovercourt, Essex,
19365

Smith's Motors, Dovercourt, Essex,
19365

Smith's Motors, Dovercourt, Essex,
19365 JAGUAR 3.4, automatic, October 1957, immaculate, chaufeur maintained, 6,000 miles, whitewall tyres, radio; £1,680; owner abroad.—Tel. Monarch 0574,

1800; £1,880; owner abroad.—1et. stonesch 250ec £1,280; —Jaguar 5.4-litre, 1957, grey/red interior truly immaculate, low milease one owner—Hazels Garage Amersham 1277 1278.

1958 equipment, overdrive, 4,000 miles only; for sale or exchange; offers please for early disposal; distance no object.—Bambers, £td., 53, Liverpool Rd., Southport, Tel. 6616.

1957 (May) 3.4 Jaguar sal., overdrive, radio, etc., one tittled owner, 19,000 miles, ex. app. and cond.; written guarantee; £1,35,—Cayton's Cars (London), Ltd., 17. Bruton Piace, London, W1. Hyde

1957 (July) Jaguar 3.4, one owner, overdrive, radio, condition, unmarked; £1,475.—Portsea Motors, Ltd., 142, Finchley Rd., Nw. 3. (opposite Finchley Rd. Tubstation.) Hampstead 3661. (C3033

station.) Hampstead 9661.

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3.4 wanted urgently.—Pinner Motor Co., Ltd., [W3105] DUNCAN HAMILTON without doubt will pay a better price for your Jaguar 33. High Rd., Byfleet Surrey. Byfleet 5101. Surrey. Byfleet 3101.

A LMOST new Jaguar 3.4 required immediately.—

Morley. 76. Cambridg: Rd. Kingston. Kingston. [W5016]

JAGUAR XK120

HENLYS. Ltd .

WE have all models of Jaguar - For address showrooms see advertisement under

CATON MOTOR Co., offer:-

1954 Jaguar XK120 fixed head coupe radio, heater, Michelin X, exceptional condition; bargain EATON MOTOR Co., Eaton Socon 236 (St. Neots). AMES SPENCER, Ltd., offer:-

1954 Jaguar XK120 hard top coupe. finished in grey car in first-class condition throughout £695.

JAMES SPFNCER Ltd., Broadway, Bexleyheath Cells.

Bex. 4255, 4209.

DUNCAN HAMILTON & Co. offer:

1954 KK120 d.h.c., 24,000 miles, fitted whitewall tyres, luggage rack, unmarked throughout: OPEN all day Saturday —33. High Rd. Byfleet.

GUY SALMON AUTOMOBILES offer:— (C1091

1954 Jaguar XK120 drop head coupe, new Vynit X tyres twin exhausts, spot light, low mileage; £75 -Portsmouth Rd.. Thames Ditton. Emberbroc 5551.0.3

XK120 first-class mechanical condition, hard top, heater, Michelin X, never raced; £470.—Keddie, 138, High St., Southend. [9092]

E470.—Keddie, 158, High St., Southend. [9092]

1954 with a strict of the strict of the

£659 —XK120. d'h coupe, 1954, beautiful XK in the state of the state o

595 ms. Jaguar 1954 XK120 Super sports roadster, grey, heater, screen washers, luggage carrier, Michelln X, one owner, excellent condition, written guarantee, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

1954 series Jaguar XK120 drop head, special equiphaut asstem, Servo assisted brakes, lugage rack, radio, Michelin X tyres, apart from many other extrasure owner from new, maintained regardless; 2696, A FREEMAN, Ltd., Grosvenor Garage, Burneg Lane, Levenshulme, Manchester 19, Rusholme 2873, (C21):

\$\frac{445}{2445}\$ o.n.o. -1951 2-seater sports, high compression spot light, genuine 52,000 miles, new performance recent overhaul, new batteries and brake limings.—G Parker, 71. Wigmore Rd., Tadley, Basingstoke. Heat End 505 49 a.m. 6. p.m.).

DUNCAN HAMILTON without doubt will pay a beffer price for your Jaguar 35, High Rd. Byfleet Surrey. Byfleet 3101.

JAGUAR XK140

HENLYS. Ltd.,

WE have all models of Jaguar — For addresses of showrooms see advertisement under "Jaguar 10053 R K NIGHTSBRIDGE offer:-

1955 Jaguar XK140 drop head coupe, pale blue hood chromium wire wheels, Michelin X. tuned stgine, chrome lugsage grid, twin exhausts, special radio, fitted servo brakes, beautiful car; £985.

1 Roberts Mews. Lowndes Place, S.W.1 Sloane 4086.

EATON MOTOR Co., offer:-

1955 (June) Jaguar XK140 drop head coupe, of the first radio, Servo brakes Michelin X spots, luggase grid, twin exhausts, one owner, 2 miles, probably the finest available, faultless, 269 EATON MOTOR Co., Eaton Socon 236 (St. Ne

CLARKE & SIMPSON, Ltd., offer:-

1955 (May) XK140 fixed head coupe, black red leather, in exceptional order, £895, 49, Sloane Sq., S.W.1. Tel. Sloane 0436. [C1048 CHIPSTEAD MOTORS. L.d., offer:

1956 d.h. wire wheels, dual exhausts, 4 pass and fox lamps, outside filler cap. Michelin X. streenwashers, etc., one careful owner only, im-L screenwasters, etc., one carette and actualet & first and appeared by ERT special drop head, grey red, fitted with Barrani lightweight wheels, imminated steering checks, specially prepared C-type engine, overdrive, outside filler caps, Michelin X 2 Go. 2 pass lamps, for a real's fast 140—142. Herand Park Ave., W.11 (Clode) Park 3445-6.

DUNCAN HAMILTON & Co., offer:-

1955 XK140 d.h.c., British racing green with grey extremely well minterior, overdrive, wire wheels, radio, etc. well minterior, black, red interior, one owner, radio, outstandingly kept car; £945 XK140 f.h.c., 15,000 miles only, B.r.g. with green interior, another beautinit example.

HENLYS offer with 4 months' guarantee:—

HENLYS offer with 4 months guarance.

1955 Jaguar XK140 2-seater sports, suade green with area interio £395.

HENLYS, Ltd., 958-964, High Rd., North Finchley, 19405.

1954 Jaguar XK140, black, red leather, all extrasoriginal condition; £1,050.

TERRIFIC CARS, Ltd., 884, London Rd., Thornton Heatil, Tel. 3057; and at 36, Westway, Caterham, Tel. 4976.

Tel. 4976. [C4135]
1955 Jaguar XK140, black, extras, one owner, £925
1955 —Odeon Motors, Ltd. Bar, 1144. [C3025]
1955 Janue Jaguar XK140 dh toupe, radio, British racing green, one owner, £795.—3, Roxwell Ave., Chelmaford, Essen, 19095

1955 Jaguar XK140 hard top. low mileage, on owner, radio, etc.: £395.—Mansfield Auto-Ltd 18, Fitzrov St. London, W1 Euston 2587. CK ROSE Ltd. offer 1956 model XK140 fixed bear coupe, grey interior, one owner, almost spotless ndition; accept £925.—Stafford Rd., Wallington rrey. Wallington 6677.

1956 wire wheels, radio, very low mileage, in maculate; £935.—Tolworth Motors, Ltd., Kingston By Pass, Tolworth, Elmbridge 2254.

Tolworth. Embridge 225Jaguar XK140 Cars Wanted
BARTLETT—Consult us before selling or extanging your XK140—27, Pembridge Villas, W.11.
ater 0523. DUNCAN HAMILTON without doubt will pay a better price for your Jaguar. 33. High Rd., Byfleet Surrey. Byfleet 5101.

JAGUAR XK150

HENLYS. Ltd.

WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar 10664 R ACK SMITH offers:-

1958 (April) XK150 hard-top, special equipment equipment special equipment e

SIDNEY MARCUS Ltd.

1958 model hard top, one owner, 19,000 miles, maintained at Jaguar's works, in perfect condition, nited radio, all modifications up to 1959 specification: £1,600.—35. Sloane St., S.W.1. Tel. Beigravia 5721.

GUY SALMON AUTOMOBILES offer:—

1958 Jaguar NK150 drop head coupe, ivory red case brakes, one owner, quite as new, £1,845.
NEW XK150 available from stock.—Portamouth Rd., Thames Ditton, Emberbrook 5551-2-5. [C4001 1958 model XK150, a/e, fixed head coupe, over-tiple, a.000 miles, one owner, ac new, £1,725. Tolworth Motors, Ltd., Kingston By-Pass, Tolworth Elimbridges 2274

S. H. NEWSOME & Co., Jaguar Sp 1958 XK150 f.h.c., special equipment, Cornis rakes, 9.1 compression, radiomobile, platted grid 10,000 miles; 21,200—S. H. Newsome & Co. Little against Dastributors, Corporation St., Coventry, Te

1958 Jaquar XK150 hardtop special equipment.
https://dx.doi.org/10.1000/10.1000/10.1000/10.1000/10.1000/10.1000/10 Briar Wood House Briar Hill, Purley, Surrey Upland, 53¹¹.

1958 XK150 Jaguar fixed head coupe, disc brakes for sale or exchange, offers please for early dispassing of exchange, offers please for early dispassing better 126, 66161.

DUNCAN HAMILTON without doubt will pay a better price tor pour Jaguar.—55, High Rd. [W1091 W1091 W1091]

JAGUAR MISCELLANEOUS

88. Piccadilly. Hyde Park 0247.

HE Jaguar Showrooms.

50 Jaguars to choose from.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)
HENLY House, 565, Euston Rd., N.W.1. (Euston Manchester (Biackfriars 7845).

BOURNEMOUTH (Bournemouth 6314).

AMBERLEY (Camberley 2677-8-9).

HOUNSLOW (Hounslow 3454).

INCHLEY (Finchiey 0081).

PARKWAY, Regents Park, N.W.1. (Gulliver 5721.) GREAT West Rd. (Ealing 3477). Official Jaguar 10027 R DICKS.

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn MIKE HAWTHORN. (C1072

THE SURREY JAGUAR CENTRE Offers:-

1956-7 Jaguars 2.4 and 3.4 we have a selection of moderate mileage cars from £1,955

The Tourist Trophy Garage, Ltd., Farnham, Surrey, rel., Farnham, 5365/4875

[C4110 THE CAR MART, Ltd.

OFFER with 6 months' guarantee

£725 -Jaguar 3%-litre saloon, radio, sliding head, heater, overdrive, scn. washers, Mark VII THE CAR MART. Ltd., 320, Euston Rd., N.W.1. Euston 1212, 1C1035 CHARLES SIMPSON MOTORS.

1939 Jaguar 114-litre: £249.

TAPLES Corner, Hendon, N.W.2. Gladstone 0164-6 OMMERCE MOTOR Co., Ltd., offer:-

1947 Jaguar 3%-litre salcon, metallic grey, radio, exchanges welcomed.
337. Euston Rd., London, N.W.1. Tel, Euston 727.

A CLAND & TABOR, Ltd., Welvyn By-Pass, Herts

1958 equipment model, one owner, 15,000 miles,
overdrive, radio, black with tan upholstery, immaeu-

werdiver radio, black with tan upholstery, immacu1956 (Sept.) Jaguar Mark VII, automatic, black.
1956 red leather, radio, 20.000 miles, coe owner,
immaculate; £1,125.
1956 full special equipment, radio, 5.31 axie, clow
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gear box, 15,000 miles only from new, nuede green
with green is the state of the special equipment, with the special
post XX function, in really outstandSCOTT CARS, 35,47 Funchley Rd. Hampstead
SCOTT CARS, 35,47 Fu

1947 dition; £280.—Somerhill Motors, Ltd., Welling, Woolwich 4354.

CAMDEN MOTORS for high class used Jaguars, this water page 257, 450 cars in stock.

CAMDEN MOTORS, Leighton Buzzard 2041. IC1035

1947 112-litre special equipment Jaguar saloon metaliic grey, red uphoistery, moderate misage, guarantee; £348.—London Cars. 592. Greenford Middx. Waxlow 2643/407. [C2057]
Jaguar Mk. V 25-litre, lady owner, used extensively for personal use (shopping etc.), 18,000 miles, 1950-51 model, new tyres. Ocelot covers, immaculate condition: reluctantly selling owing arthritis in knee; £700: no dealers.—Tel. Speedwell 1815. [919]

ROWLAND SMITHS, the Jaguar burers, highest cash prices.—Hampstead High St., N.W. 5, Ram. [W4013 R NEARLY new or small mileage Jaguar wanted.— Green & Zonis, Ltd., 246-252, Deansgate, Man-chester, 5. Tel. Deansgate 3525-6. W2028 Jaguar Spares and Service

H HENLYS, Ltd.

NGLAND'S largest Jaguar service station.

ENGLAND'S largest Jaguar service station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1952.

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LEX GARAGES, Ltd., Forty Avenue, Wembley, Gomprehensive range of Jaguar spares in stock and specialised service and maintenance. [0692 R

and specialised service and maintenance [0892 R KJ MOTORS, Ltd., S.E. England's largest Japuns stockasts.—Bromley, Ravensbourne 5456.

L ANCASHIRE specialised sales, repair and spare orts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton, Botton 4096. JAGUAR overhaul and repair service.—A.1 Garage (Incorporating Harman Engineering), Child Flace, Earls Court, S.W.5 Fre. 8181

Earls Court, S.W.5 Fre. 8181 [0097 R]

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UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.
—Spare parts for Jeep Home and export

1958 illustrated assembly guide, and parts catainclude the state of the DEPENDABLE Jeeps at reasonable prices. Metamet, 100, Belsize Lane, N.W.3. Hampstead 8231

A UTOWORK, Ltd., the original Jeep specialists offer Jeeps in almost new condition.—Southaste St., Winchester. Tel. 4965.

A MPHIBIOUS Jeep, 950 miles only aince new, stored several years, completely standard and original condition like brand new, finest example in the country, offers considered over \$225.

THOMPSON, 10, Weld Rd. Southport. Tel. day—5633. Tel. night—6726.

GUY SALMON AUTOMOBILES Offer:

1957 Jensen 541 saloon, fitted radio, overdrive, one mouth Rd., Thames Ditton. Embertbrook 5551-2-500 COOMBS & SONS (GUILDFORD), Ltd., offer.

JENSEN 541 sports saloon, 1956, one owner rar, finished in moonbeam grey with red hide upholatery, fitted with overdrive, Motorola radio, turbo diese, etc., annure 24,000 miles only, the entire car is in superior of the company of

Cosabs & SONS (BUILDFORD), Ltd., Portsmouth Road, Guildford, Surrey. Tel. Guildford 62907.

CHARLES FOLLETT. Ltd., sole distributors for London and part home counties, offer:

1958 grey, red leather, 6,500 miles; 6 months' guarantee, £2,550.

SHOWROOMS: IP. Berkeley Street, London, W. I. SHOWROOMS: Berkeley Street, London, W. I. SHOWROOMS: Berkeley Street, London, W. S. SHOWROOMS: Berkeley Street, London, W. J. SHOWROOMS: Berkeley Street, London, W. J. SHOWROOMS: Grey Colon C

1956 Jensen 541, green with beige upholsten.
Francis Motors, 393
Humberstone Rd., Leicester, Tel. 66304. [C2131]

MICHAEL CHRISTIE MOTORS for new and used Jensens, enthusiastic attention, expert tuning — Aylesbury. Tel. 4727. (C1094)

Aylesbury. Tel. 4727.

COMBES & SONS (QUILDFORD), Ltd., South of England distributors covering Surrey, Sussex and Humpshire, trade enquiries invited from these counties; retail enquiries from answhere in U.S.

COMBS & SONS (GUILDFORD), Ltd., Portsmouth Colors & SoNS (GUILDFORD), Ltd., Portsmouth Rd., Guildford Surrey. Tel. Guildford 62907 (C1057

Jensen Cars Wanted
J H BARTLETT.—Consult us before selling or exchanging your Jensen.—27, Pembridge Villas, W 11
Bayswater 0523.
[W1015]

Jensen Spares and Service
CHARLES FOLLETT, Ltd., sole London distributors
and part Home Countles—service and spare parts. BARNSDALE Yard, off Elgin Ave. W.9. Cunning-

SPUR GARAGE offers:-

Javelin, black, only 35,000 miles, faultiess and guite outstanding; £415.

1950 Javelin, gray, de luxe model, exceptionally well preserved; £345.

1949 Javelin, black, fitted many extras, £315.

SPUR GARAGE, Ltd., Bushey Rd., Raynes Park, SW 20, Lib, 4852.

BUNTINGS MOTORS EXCHANGE.

JOWETT main agents since 1922. Always a good selection of used Javelins and Bradford utilities.—Bonnerfield Lane, Harrow Tel. 6225-6. [0913/8]

£365 [11]—Jowett Javelin de luxe saloon, December, 1981, in really superb order—Jennings, Richmond 3568.

JOWETT. JOWETT Javelin, Oct., 1949, ivory, heater, loose covers, licensed, immaculate appearance, any trial; £275.—Hollingsworth, Hastings 2727.

1952 Jowett Javelin de luxe saloon, very low mileage, spotiess black cellulosed and brown hide interior, two owners only; £395.

B&H MOTORS, 1464-8, High Rd.. Whetstone (Finchley), N.20. Hillside 6571. [Cl020]

1950 Jowett Javelin de luxe, engine reconditioned:

COODEN ENG. Co., Ltd., Cooden, Bexhill. Tel. [9187]

295 sms.—Jowett Javelin (September) 1950 de lux saloon, leather, heater, passlight, wing mirrors sood tyres; witten guarantee; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hampstead 6041.

Hampstead (Hampstead Tube). Hampstead 6041. [C4018]
JOWETT Jupiter 1955 in red with beige interior, fitted radio and heater, this car is one of the more rare examples of this desirable marque and there cannot be many left in such a well-preserved state. £495; part exchanges, cars or motor cycles; h.p. terms; your existing account settled if you wish. Slocombes, Ltd., 34-52. Dudden Hill Lane, N.W.10. Willesden 4869/5354.

Jowett Cars Wanted

ROWLAND SMITH'S, the Jowett buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4013 R D Javelin required immediately.—G. Edwards Harpenden, Herts.—Harpenden, W2000

Jowett Spares and Service

JOWETT spaces and service.

SPARE, reconditioned units and service facilities will continue to be available in your district; consult your local agents or write to Service Dept.

JOWETT ENGINEERING, Ltd. (formerly Joseft Cars., Ltd.). Birstall, Batley, York-hire. Tel. Batley.

F FAIRMAN & SONS, Ltd., Jowett main agents COMPLETE spares for Javelins and Bradford always in stock; specialised repairs, tuning and service— orley, Surrey. Tel. Horley 17. 10961 R

Horley, Surrey. Tel. Horley 17.

TRINITY CARS, Ltd., Jowett Spares and Service, 94,
North Side, Wandsworth Common, S.W.18. Van(S4054)

COOTER & GREEN, Ltd., Jowett specialists and enthusiasts, full main agents service and spares facilities.—465. Upper Elimers End Rd., Eden Park, Beckenham, Kent. Bec. 2565.

BUNTING'S MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javeling Bradford and pre-war Jowett Bonnersheld Lane Harrow. Tel. 6225-6.

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V. MOTORS, Lid., Park Rd., Teddington, Middle-A sex, Tel. Kin. 0170 and 8615.—Jowett agents and sperialists: comprehensive stock of spares, 1930-1934 models: over 30 years. Jowett experience.

GODFREYS, Lid.—Spares and service for Jowett and Bradford: specialist repairs.—228-234, London Rd., Crossion (Cro. 5641); Bushwood Corner, Leyton-E., Lid., Comp. 11 (War., 5101-2); la. Highgate Rd., Kentish Town, N.W.S. (Gul., 7701).

1956 Lagonda 5-litre 4-str., drop head by Tickford, etc., 10,000 miles only, supers bondition throughout, one owner; £2,200.—The County Garage, Gerrards Cross 3725.

Cross 3725.

Lagonda Cars Wanted

Excellent cash price offered for tagonda.—H. F. Edwards. 154, Titchfield St., London, W.I. Langham 0012. Pitchfield St., London, W.I. Langnam 6012.

ROWLAND SMITH'S, the Lagonda buyers; highest cash prices.—Hampstead High St., N.W.5, Ham.
[W4018 R

1948 (Nov.) Lanchester 10 saloon, black, radio, heater, superb condition, guaranteed, £515.

Newbery Cars, Ltd., Muswell Hill, N. 10. Tudor 3594.

ROWLAND SMITH'S, the Lanchester buyers; highest cash prices.—Hampstead High St., N.W.3, Han-like (W4018 R

Langhester Spares and Service

A RCOT ENGINEERING. Ltd.—Complete overhaulk
and engineering service, Lanchester cars, preselector gear box, exchanges and 48-hour repairs.—169,
roughlain Rd., Chelsea, S.W.5. Kensington 7501 and
ro221.

LANCIA

£260 -1938 Lancia Aprilia saloon, resprayed, in £190 -1938 Lancia Aprilia 2.4-seater tourer, new £145 -1936 Lancia Aprilia 2.4-seater tourer, new £145 -1936 Lancia Augusta saloon, recent overstration #dd, w. 8. Western 2616. (C1162 1938 Aprilia pillarless saloon; £255; terms, exfect of the first pillarless saloon; £255; terms, exfect of the first pillarless saloon, £21, registered November, 1953, recentiv overhauled—Woods of the first pillarless saloon, £21, registered November, 1951, recentiv overhauled—Woods pillarless saloon, £21, registered November, 1951, recentiv overhauled—Woods pillarless saloon, £21, registered November, 1951, recentiv overhauled—Woods pillarless saloon, £25, recentiv overhauled—Woods pillarless saloon, £25, recentiv overhauled—Woods pillarless saloon, £25, registered with the first pillarless saloon (£25).

LANCIA

1956 Aurelia B12 pillariess saloon, passed by Lancia and in showroom condition.—C. V. Rushmer Automobiles, 45c, Holland Park Mews, W.11. [C306]

Park 5751. (July) Lancia GT Spyder, radio, heater, etc., to., specially tuned, latest modifications, a most immaculate low maleage car.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2294. (2408) Kingston By-Pass, Tolworth. Embrings 2294, 19-400.

JOHN S. TRUSCOTT, Ltd., the oldest Lancia agents.

—An excellent Aurelia Bio saloon, £695, exchanges,
deferred terms at minimum rates.—173, Westbourne

Grove, W.I. Bay, 4274, New Showroms. "Truscott's Corner," Chepatow Place, Westbourne Chrove,
W.2. Bay, 1661. Grove, W.11. I cott's Corner," W.2. Bay. 1861.

W.2. Bay. 1861.

Lancia Cars Wanted

ROWLAND SMITHS. the Lancia buyers: highest
cash prices.—Hampstead High St., N.W.3. Ham.
[W4018 R

Godi.

J. H. BARTLETT—Consult us before selling or exhanging your Lancia—27, Pembridge Villas, W.11.
Bayswater O525.

Lancia Spares and Service
LANCIA (ENGLAND), Ltd.—English branch and sole servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genine out by our own staff of specialised mechanics, genine at short notice—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley (Perivale 5656).

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On Pages 305 - 319

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LARGEST and quickest spares service in the South of England.—Hewens Garage. Ltd., Reading. Tel. University of England.—Hewens Garage. Ltd., Reading. Tel. University MOTORS, Ltd.—Largest stock[020]

M.G. spares outside the factory—7. Hertford St. London, W.I. Gros. 4141

S. PARES, most models, gaskets, valves, springs, ball-cargest, wheels, road springs, new crankshatts for Action models, chromitan luggage grid, aero and raction, models, death of the springs of the performance heads, M.G. A. Magnette.—Derrington. 188-161. London Rd., Kingston Scal-2. [S1071]

M.G. spares, most parts in stock for all models 1936 but on wards, including valves, guides, springs, rocker dynamics. Sea symmetric springs and springs are springs. Sea symmetric springs are springs. Sea symmetric springs and springs are springs. Sea symmetric springs and springs are springs. Sea symmetric springs are springs and springs are springs and springs are springs. Sea symmetric springs are springs and springs are springs. Sea symmetric springs are springs and springs are springs and springs are springs. Sea symmetric springs are springs and springs are springs. Sea symmetric springs are springs and springs are springs. Sea symmetric springs are springs are springs. Sea symmetric springs are springs and springs are springs and springs are springs. Sea symmetric springs are springs. Sea symmetric springs are springs and springs are springs. Sea

MORGAN
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MORGAN 4 4 1940. new hood, resprayed, good tyres;
19371 DISTRIBUTORS for Derbyshire and South York-shire, W. Machent & Son, Ltd. Lockoterd Lane Garage, Stonegravels, Chesterfield. Tel. 4615. Also Beauchief Garage, 157, Abbeydale Road South, Sheffield Tel. 71025.

Sheffield Tel. 71025: 0654 R. 305 an. Morgan Plus 4. December, 1952, drop head coupe, heater, screen washers, P.V.C. hood, two spare wheels, good types, carefully used, written guarantee; terms, exchanges, list; open 9-7 week-days and Sajurdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (2018)

ROWLAND SMITH'S. the Morkan buyers highest cash prices—Hampstead High St., N. W.5. Ham. 2041.

BASIL ROY, Ltd., require for cash or part exchange for any make.—161. Great Portland St., W.1. Langham TN Morkan Spares and Service

BASIL ROY, Ltd., official spare parts stockists, service and repairs.—161. Great Portland St., W.1. Langham 7735.

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DICKS. MORRIS Minor saloons choice of all used models available from £350 CKS CAR SALASS Ltd., Exeter Rd. Killburn. N.W 6. Tel. Gladstone 7175. A1 at Brown's

1957 (May) Morris Minor 1000 2-door de luxe saloon, blue, red interior, heater, extras. 10.000 miles only, indistinguishable brand new; 25:65.
1952 February Morris Minor convertible, green, maintained; £375 miles micror, beautifully kept and W. J. BROWN, Ltd., 339, Finchley Rd., N.W. 3, Cl025

THE CAR MART. Ltd.

OFFER with six months' guarantee.

£535 Morris Minor 1330 2-door, heater, 17,000 miles, rea. 1957.

THE CAR MART. Ltd., 320. Euston Road, N.W.I. C1059 H. A. SAUNDERS. Ltd.

1958 Morris Minor 2-door saloon, black, red up-holstery, recorded mileage 5,745, heater: £595, H. A. SAUNDERS, Ltd., £36-842, High Rd., North Finchley, N.12, Hillside 5272 (8 lines). (C4092 G. S. HALL Ltd., offer:-

MORRIS Minor 1000, 1957, 2-door, sage green, sreen, heater, 5,000 miles, immaculate condition; £595,— 502-506, King St., W. 6. Riverside 2881, C2100 J. DAVY, Ltd., Morris agents,

1958 Minor 1000 2-door saloon, heater, one owner, superb condition, comprehensive guarantee;

1957 Minor 1000 de luxe convertible, heater and overriders. one ownert, excellent example, comprehensive guarantee: £525.

180 215. Brompton Rd. S.W.5, Kni. 4215. 68, North Row. Park Lane. W.1. Hyde 2311. Arilington Ed. St. Plezadilly, S.W.1. Hyde 2311. Arilington (C1069) GLANFIELD LAWRENCE offer:

1955 Morris Minor, excellent condition throughout, one owner, written guarantee given: £485.—407, High Rd., N.12. Finchley 0091, [C2053 WARWICK WRIGHT, Ltd., offer:-

1955 (November) Morris Minor 2-doer saloon, beige (win carbs), heater, 11,000 miles; WARWICK WRIGHT, Ltd. 393, Edgware Rd., N.W.2 Gladstone 0041.

MORRIS MINOR

WARWICK WRIGHT, Ltd

1957 Morris Minor 1,000 de luxe convertible, black.
1957 red upholstery, heater, 18,000 miles; £575.
WARWICK WRIGHT, Ltd., Lord" Court, &t. John's
Wood Rd., London, N.W.8. Cunningham 6050,

BOON & PORTER, Ltd., Morris Agents.

1956 Minor convertible, one professional owner from new. twin carburettor conversion, 30,000 miles, grey/red, first-class performance and condition, guaranteed; £445, CASTELNAU, S.W.13 (Nr. Hämmersmith Bridge), (Cl022/1 Riv 4444. NGINES RECONDITIONED, Ltd., offer:-

1950 Morris Minor saloon, new engine and Rd. Harrow, Middlesex, Tel. Harrow Side.

B J HUNTER, Ltd., Austin agents, offer:—

1957 (November) Morris Minor 1000 4-door saloon de luxe, 6.000 miles only, ex-works car;

J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C20-0 ARVIS OF WIMBLEDON, 100% B.M.C. dealers.

1956 -57-58 Minor 1000 4-door saloons (2 with 1956 -77-58 Minor 1000 2-door saloons (2 with 1956 -7 1000 2-door saloons; from £545 (all with 1955 -7 1000 2-door saloons; from £545 (all with 1955 -7 1000 2-door saloons; from £545 (all with 1955 -7 1000 2-door saloons; from £545 (all with 1955 -7 1000 2-door saloons) from £545 (all with 1955 -7 1000 2-door saloons) from £545 (all with 1955 -7 1000 2-door saloons) from £545 (all with 1955 -7 1000 2-door saloons) from £545 (all with 1955 -7 1000 2-door saloons) from £545 (all with 1955 -7 1000 2-door saloons) from £545 (all with 1955 -1000 2-door saloons) from £545 (all with 1955 -1

1953 (Oct.) Morris Minor saloon, ohv, grey, 2378.

GEE CARS, Ltd., 169, Fulham Rd., S.W.S. Knights-bridge 4753 or Macaulay 556.

1956 (Weybridge 2505, 179126.

1956 (Weybridge 2505, 179126.

1951 Minor saloon, heater, immaculate, bargain; 251, 2530 o.h.o.; private h.p.—Ealing 9260. (934) YES—out 11 It's Morris—It's Sparks of Streatham Hill, S.W.2, your main depot.—Tules Hill 534, 16812 M. 1955 Morris Minor depot.—Tules Hill 543, 16812 M. 1955 Morris Minor de Juce, outstanding conditions, 16450.

HERBERT & MILLS, Ltd., 75, Great Portland St., 16450.

London, W.I. Langham 3506-7, 16714 M. 1956, Jack with Morris Minor de Juce, outstanding conditions, 16450.

SCITT CARS, 331-347, Finchier Rd., Hampstead & Morris Minor de Juce, outstanding conditions, 16450.

London, N.W.S. Hampstead & 1876-779. [C4016] Morris Morris Minor de Juce, outstanding conditions, 16450.

VOODCOTE MOTOR CO. The Morris distributors. 19453.

1955 Minor convertible, Clarendon grey, 2450.—1955 Minor convertible, Clarendon grey, 2450.—1957 Minor 1000, two door saloon, 27,000 miles.—1957 Minor 1000, two door saloon, 27,000 miles.—1955 Minor Travellers between 2312 (24019) 1957 Minor 1000, two door saloon, 27,000 miles.—1955 Minor Travellers between 2312 (24019) 1957 Minor 1000, two door saloon, 27,000 miles.—1955 Minor Travellers de luxe, excellent

Motortune, Jay Mews. Knightsbridge 771.

1956 Morris Minor Travellers de luxe, excellent Condition throughout; £565.—Kmgs Motos, E565.—Kmgs Motos, E565.—Rmgs Minor Loop, E565.—Rmgs Motos, E565.—Rmgs Minor Loop, E565.—Rmgs Motos, 1956 (June) Morris Minor 2-door saloon with heater, one owner, very well maintained,

Laxed: £40G, GARAGE, \$7a, Cromwell Rd., Kensington, S.W.7. Fre. 8161, Cromwell Rd., Crombell Symonds. Alperton 1515.

1957 Morris Minor 1000 Traveller, in excellent
condition; £625.—Castle Street Motors, S.
St. John's Rd., Hove 70586.

1956 (October) Morris Minor Traveller de luxe,
Church Rd., Hove.

1968 (Schurch Rd., Hove.
1968 (Schurch Rd., Hove.
1968 (Schurch Rd., Hove.
1968 (Schurch Rd., Hove.
1968 (Schurch Rd., Hove.
1968 (Schurch Rd., Hove.)

1968 (Minor 2-door safron de luxe., only 7,000)

Woodman, Reinier 12-door safron de luxe, only 7,000

Symonds, Wembley 626, undersealed, 2515.—Campbell

Symonds, Wembley 626, 1000, one owner, voucher

serviced, 7,000 miles only, all facilities; part ex-

changes.

J. S. MUNRO, Used Car Specialist, Newbury Rd.,
Andover, Tel. 3006.

J S. MUNRO, Dsed Care Servange (17402)
Andower, Tel. 3006.

1955 Morris Minor, black, appearance as new; 2465.—Lawton-Goodman, 135. Cricklewood Broadway, N.W.2. Gladstone 2226.

1950 excellent condition; £325.—Cattermoles (Garages). Lid. 79. Pentonville Rd. N.I. Terminus 1001.

1952 chord-up reliable (1952). The Cricklewood Automobile Co. Shoot-up Rill, N.W.2. Gladstone 4803, 18860.

1955 Minor Traveller de luxe, grey, radio, heater; 2485.—Hillingdon Motors, Western Ave. Tel. Uxbridge 8588.

1957 Minor 1000 convertible de luxe, one owner, 18,000, Clarendon grey, nylon covers, taxed; THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond 6441.

THE BLACK HORSE GARAGE. In [C1116]
Richmond 6441.

1956 saloon, one owner, immasculate inside and out, guaranteed, low mileage: £495; terms, exchange—Gul. 1550.

1956 minor Traveller, 13,600 miles, heater, one careful owner, immaculate; £540.—Taylor, Holilins." Cooling Rd. High Halstow, Rochester, 19283.

1955 Morris Minor Traveller, one owner, very good condition. absolutely ideal business or pleasure: £495.—747, Dunstable Rd., Luton 5145; 6316.

1955 Minor 4-door saloon, one owner, taxed to end of year; £425,—Rey's Motors, Ltd., 73-75.
Albany St., N.W.1. Euston 6994.

MORRIS MINOR

1958 Morris Minor 1000 4-door de luxe, green. bavis, Ltd., Neasden Lane, N.W.10. Dollis Hill 8000. (C212)

1956 Morris Minor 4-door de luxe salcon, one moderate mileage, heater; £515.—Da Motors, Ltd., Ewell By-Pass, Ewell, Surrey. Ewell MINOR 1954 black de luxe saloon, ohv. heater. de cellent condition, really lovely car; £415 o.n.o. Lord, Great Central Ave., South Ruislip. Rui. 2842

1957 Morris Minor 1000 Traveller's car. green, 14,000 miles; £625.—John W. Ltd., London Rd., Bishep's Stortford. Tel. 181/

445gns.—Morris Minor 1956 saloon, heater, passistic written guarantee; terms, excellent contains written guarantee; terms, exchanges.—Row-land Sns.—Morris Minor 1955 convertible, heater, exchanges.—Row-land Snith, below.

375 gns.—Morris Minor 1955 saloon, grey heater, sevener washers, excellent condition; written guarantee; terms, exchanges, excen washers, excellent condition; written guarantee; choice of 8; terms, exchanges, list, open 9-7, weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018 10.57]

1957 Morris Minor 2- and 4-door saloons, mileage 2575—Lankester Engineering Co., Ltd., 39, Eden St., Kingston, Kin 3151.

1958 Morris Minor 4-door saloon de luxe, black, Kingston, Kin 3151.

1958 Morris Minor 4-door saloon de luxe, black, Ltd., 115, Addiscombe Rd., Croydon, Addiscombe So66.

5065. [Cl076]
507 with grey uphoistery, 10,000 miles, 4 months' guarantee: £595.—University Morso, Ltd., 80, Piccadilly, W.1. Grosvenor 4141.

R 4,000 miles only, mished in ivory; £565.—
\$5-69, Sternhold Ave. Streatham Hill, S.W.2 (1 min Streatham Hill Station). Tulse Hill 6464 [C3057]

Streatham Hill Station). Tulse Hill 6464 [C3057]
1957 Minor 1000 2-door de luxe saloon, ivory grey, radio, heater, sunroof, Ace Rimbellshers, many extras, small mileage: £595; 4 other Minors in stock: terms, exchanges, open 9 p.m.
Tiller's AUTOS. 205 219, Holland Park Avenue, W.II. Tel. Park 0317, 1700 saloon, black, beautiful 1957, Morris Minor 1000 saloon, black, beautiful 1013, Finchley Rd., London, N.W.11. Speedwell 4411.

1.013, Finchley Rd., London, N.W.11. Speedwell 4411.

1954 2-door saloon, one owner, 30,600 miles, new terms, exchanges.—Richards Court, Ltd., 55 (1978).

Tankard & Shirth Ltd., offer 1957 Morris Minor 1900 Traveller's car, green, one owner, heater, 655.—194.198, Kings Rd. Chelsea, London, S.W.3. MINT condition 1957 1000 convertible de luxe, leather upholstery, overriders, heater, radio, a washers, over \$400; respretable properties over \$400; respretable properties over \$400; respretable properties \$400.

A UNIQUE opportunity for a wient ralivist: Morris 1,025

15,000.—Hampistead 7871.

UNIQUE opportunity for ardent rallyist: Morris
A 1000 as prepared for the Liege-Rome-Liege Rally,
terrant unable to compete. offered with all trimmings;
£700.—Heaps Garage, 29-55, Station Rd., Llandaff,
North, Cardiff.
[3873]

\$700.—Heaps Obrage, 25-37, Seattle (1957)

1957 Morris Minor 1000 Traveller, de luxe model, dark green, grey leather upholstery, heater, overriders, twin sun vizors, accessories coating £100 include Lucas screenwash, reversing light, long range driving lamp, P700 head lamps, radiator blind, water temperature gauge, flashing indicators on timed-return switch, special gear box, wing mirrors, fibreglass soundproofing minimisting engine, road noise, 5.000 miles only, as new; £650.—Museum 1600, Ext. 47 (office hours).

hours). Morris i*inor Cars Wanted

A LMOST new Minor required immediately.—Morley.

A Cambridge Rd Kingston. Kingston 8885

W8016

W8016 ROWLAND SMITH'S the Minor buyers, by cash prices.—Hampstead High St., N.W.5. WHY accept less for your Morris Minor saloon of Travellers car when you can get full market value

FERRARIS OF CRICKLEWOOD. Ltd., 200-220.
Cricklewood Bdy., London, N.W.2. Gladstone 2254
[W2006]

GLANFIELD LAWRENCE offer:

1948 Morris 8 Series E. excellent condition, many extras; £295.—407, High Rd., N.12. Finchley [C2053

275 gns.—Morris 3, September, 1945, 4-door saloor 275 leather, excellent condition; terms exchanges list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C401)

MORRIS COWLEY

"LARKE & SIMPSON, Ltd., offer:-

1955 (December '54) Cowley saloon, black, recommendation mileage; £495.—49, Sloane Square, S.W.I. Tel Sloane 0456.

1955 Morris Cowley saloon, black, heater, one GEE CARS, Ltd., 199, Fulham Rd., S.W.5. Knights-bridge 4733 or Macaulay 5365. bridge 4733 or Macaulay 5305.

1958 one owner, finished in Clarendon grey with red trim, nitted heater; £715.—Weybridge (71133)

MORRIS Cowley, October 1955, standard mode Misaloon with heater, one owner, taxed year, reasonable mileage, immaculate, a roomy and economical car £495.—West London Motors 205, Pulham Palace Rd. We. Fulham 0066.

MORRIS OXFORD

A1 at Brown's

1957 Morris Oxford, blue, interior to match; £695. W. J. BROWN, Ltd., 359, Finchley Rd., N.W.3.

CHARLES FOLLETT, Ltd., offer:-

1956 Morris Oxford saloon, grey, one owner, 6 months guarantee; £545.
SHOWROOMS: 18, Berkeley Street, London, W.1.
SRVICE & Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936.
MAC MOTORS (SURBITON) offer:—

1957 Oxford saloon de luxe, grey/red leather, new condition, one owner; £745.—Elmit GUY SALMON AUTOMOBILES offer:-

1957 Morris Oxford xaloon, sage green, 16,000 miles only, faultiessly kept; £759.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-5. [C4001

1952 Morris Oxford, recellulosed; £370. JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. North 4441/6666. (Clo36 BROADWAY MOTORS, Hounslow, offer:-

1958 Morris Oxford Travellers car, low milea grey, marcon upholatery, this very rare model; 2975 Hanworth Rd. (Hounslow East Tube), Middx, H. 9509 0175. [C1113

1951 Morris Oxford saloon, black: £365. MONTROE MOTORS (N. H. Boswell), 91-95 Epping New Rd. Buckhurst Hill, Essex. Buckhurst 1171-22 DIXON'S GARAGE (PUTNEY), Ltd., offer:—

1957 Morris Oxford, manumatic, heater, radio, 134, West Hill, S. W.15, Putney 0596, [C1075] JARVIS OF WIMBLEDON, 100% B.M.C. dealers.

1957 Oxford, Manumatic, cream/red, 10,000 miles (B.M.C. warranty): £715. JARVIS & SONS, Ltd., S.W.19. Lib. 8221. Wim. 2526. (C2086

1955 one owner, finished in black with red.
Weybridge 5265.

Weybridge 5265.

1955 Morris Oxford, black, heater, taxed, very well maintained; £525.—C. W. Wilkin, Ltd., Molesey 6109, Hampton Court, Lion Gate. [C4055 1957 red interior; £765.—Windovers, Ltd., The Hyde, Hendon, Colindale 4051.

1957 (June) Oxford black and grey saloon, 15,000 and the control of the con

TANKARD & SMITH, Ltd., offer 1955 Morris Oxford Saloon, black, red interior: £550.—194-198, Kings Rd., Chelsea, London, S.W.S. Flaxman 4901. [C4025 £645 —Morris Oxford Traveller 1956, green, heater.—Offord, 67, George St., W1. Well-back 6899

beck 6899. (April) Morris Oxford saloon, ne owner. 1957 low mileage, excellent condition, taxed; £725. R. S. Mead (Sales), Ltd., 42, Queen St., Malden-lead. Tel. Maidenhead 5431-2. (C5011

head. Tel. Maidenhead 343-12.

XXX 1957 Morras one owner since new: £715: written uarantee, terms, exchanges.—H. F. Edwards, 28-54. Upper High St., Epsom. Tel. 5611. [C2001] Jack with red hide. 28,000 miles, carefully maintained, a genuine car; accept £435.—8tafford Rd., walituston. Surrey. Wallington 6677. [C3056] Ures one private owner, good condition, series Mr. 1958 [Carefully maintained, a genuine car; accept £435.—8tafford Rd., walituston. Surrey. Wallington 6677. [C3056] Ures one private owner, good condition, series [Carefully Mr. 1958] [Car

Mail, Uppingnam, Rutland. Uppingham 2200. [920]
1956 sate condition with many extras including special radio, one owner since lew, guaranteed, 2635.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.I. Hyde 9184.

don, W.I. Hyde 918-3. Lett. 17, Bruton Piace, Lon1957 series III saloon de luxe, birch grey red hide,
tyres, very carefully run in, one private owner, faultince the series of the s

attend 5041.
UNUSED factory replacement engine to be fitted.
UNUSED factory replacement engine to be fitted.
Immaculate, black offluiosed with red leather interior, a very well preserved carriage indeed, 1953;
£495; exchanges, cars or motor cycles, h.p. terms (we will settle your existing account).—Burge & Inglis (Motors), Ltd. (Morris Agents), Tel. Willesden 4869, 5034.

WANTED, 1937-58 Morris Oxford Cars Wanted
WANTED, 1937-58 Morris Oxford — Jack
Stafford Rd., Wallington, Surrey.

Wallington
W3056

MORRIS SIX JARVIS OF WIMBLEDON, 100% B.M.C. dealers.

1950 Morris St., black, one owner, immaculate, mileage 30,000; £330.

TARVIS & SONS, Ltd., S.W.19. Lib. 8221, Wim. C2086

GUY SALMON AUTOMOBILES offer:-

GUY SALMON AUTOMOBIANA 1955 Morris Isis saloon, green green leather. 1955 28,000 miles, meticulously kept. £550.— Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-5. Fortsmouth Rd., Thames Ditton. Emberbrook 5551-2-5.

1955-6 Morris Isis, one owner. heater; 2490:
DREMIER MOTORS, 295-7, Lewisham High
S. MOTORS offer 1955-6 list saloon, small milese,
A.Z. MOTORS offer 1955-6 list saloon, small milese,
A.Z. MOTORS offer 1955-6 list saloon, small milese,
Rd., N.W.6. Mai. 472. Isis, black, red trim. low mileender of the second of

MORRIS MISCELLANEOUS
PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1.

1038 Morris 14 saloon, very good runner; £45.—
W.14. Western 2512 (1990) (1990 W.14. Western 2512. [C4019 Merris Misoellaneous Cars Wanted ROWLAND SMITH'S, the Morris buyers: highest cash prices.—Hampstead High St., N.W.5, Ham. 6041. [W4016.R]

Morris Spares and Service (W4018: R

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MORRIS genuine spares and special services in the
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HARDY & SONS, 55. Marylebone High St., W.1.

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NEW models, spares and service. NASH CONCESSIONAIRES, Ltd., Albany St., N.W.1 Euston 5558.

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LEX. The American car specialists; see offer
LEX GARAGES, Ltd., 2, Lexington St., Piccadilly
Circus, London, W.1. Gerrard 8600, 10523/R
AZ MOTORS offer 1949 (regd.) Oldsmobile 6 saloon.
6295!—Palmerston Rd., N.W.6. Mai, 4725. [Cloii
The Oldsmobile Cars
Wanted
The Oldsmobile buyers.—See under American Cars.

SIMPSON'S.-Wem. 8691/3903/4422. LEX—sole distributors in the U.K., require good used post-war Oldsmobiles.

LEX GARAGES, Ltd. 2. Lexington 8t., Piccadilly Circus, W.I. Gerrard 6600, [0971/R]

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PRIMROSE 0161.

KNIGHTSBRIDGE offer:-1955 Opel 2%-litre Kapitan Super saloon, 25,000 heater, super condition, a 21,25 cm, a 1,25 cm, a 1

HARRY DAVIES CAR SALES, Ltd., offer:-

1955 (regd. '56) Opel Rekord saloon, fitted radio, and demisters front and rear, Continental performance with maximum economy; 4:495; terms.—123-132, Manor Park Rd. Harlesden, N.W.10. Eisar 2707. [0346, 8]

Park Rd., Harlesden, N.W.10. Eigar 2707. [1946.14]

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TEN years' servicing experience! Spares (c.o.d.), cars
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OFFICIAL Opel Spares and Service Agents, B. & C.
Gonessions, Ltd., 46-50, Gloucester Ave.
[0952/R

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1952 Peaks of right-hand drive, automatic, radio, packard, right-hand drive, 6-cylinder, 1947 - 8 radio, heater, really outstanding condition, 1950 - 1

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JOE THOMPSON (MOTORS), Ltd., Packard spares, repair specialists—91-95, Fulham Rd. S. W. 3. IS4029

Packard Spares and Service

LEONARD WILLIAMS & Co., Ltd. for Packard spares.—Packard Buildings., Great West Rd., Brentford, Middlesex. Ealing 5400.

PANHARD

PANHARD Dyna de luxe saloon, 1957, grey, one owner, small mileage, taxed; £750,—Marriott, Tel. [853] PANHARD Dyna de luxe saloon. 1957, grey. one owner, small mileage, taxed; £750.—Marriott. Tel. Langrick 269, Boston.

Worth Stabes, Broadwater Rd., Worthing Worth Classes, Broadwater Rd., Worthing Worth Classes, Broadwater Rd., Worthing OS52. Classes, Classes, Classes, Broadwater Rd., Panhard Classes, Cla

CHIPSTEAD MOTORS, Lid. PLEASE visit our showrooms and inspect the new Gran Turismo full 4-scater, 115mph plus, 36mpg-disc brakes, de Dion axie, 21,498.—142. Holland Park Ave., W.11. Park 3445-6.

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PANTILES SERVICE GARAGE, distributors in the South Eastern Counties, ofer.

1956 including radio, heater, overdrive, loose covers and spot and fog lamps, 18,000 miles, one owner, as new; £665.—Pantlies Service Garage, Ltd., London Rd., Guildford, Tel. Guildford 5526. (C3035)

LOCKHARTS offer immediate deliveries of new 1959

£865 dentical with 1959 model.

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Lockharts, the Peugent Distributors, 12-16, Chillern Rd., Dunstanie, solon, grey, heater, taxed, in 1956 to 200 and 1956 to 1956. Holiand State of the 1955 to 1956 to 1956. The 1956 to 1956 to

PLYMOUTH

1955 Piymouth, right-hand drive, automatic transmission, radio and heater.
SCOTT CARS, 541-547. Finchley Rd., Hampstead.
London, N.W.3. Hampstead 6676 7779. [C4016]

THE Plymouth Duyers.—See under American Cars. SIMPSON'S.-Wem. 8691 3903 4422.

PONTIAC

PRITISH & COLONIAL MOTORS, Ltd., have pleasure in announcing their appointment as Pontiac distributors for London and Home Counties.—77.
St. Martin's Lane W.C.2. Temple Bar 3588. [C1027]

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THE Pontiac buyers.—See under American Cars. SIMPSON'S.-Wem 8691 3903 4422

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U.S. CONCESSIONAIRES. Ltd., Pontiac Works. Jubilee Place, Chelsea, London, S.W.3. (Tel. Flaxmar, 1752-5-41) rs Great Britain for Pontiac cars and Pontiac parts.

MINE HAWTHORN offers

1955 (Oct.) 1500 coupe moderate mileage colour owner: £1,245.—The Tourist Trophy Garage, Ltd., Farnham. Surrey. Tel. Farnham. 5563. [C4110] CREENHILL MOTOR Co., offer:—

REENHILL BOTON STATES AND STATES OF THE STAT

CHIPSTEAD MOTORS, Ltd., offer:-

CHIPSTEAD MOTORS, Ltd., offer:—

DROP head 1600, 1957, jow mileage, one owner, specimen, many extras.—142, Holland Park Ave., (C1046 1958 & 1.735.)

Will.—Park 3445-6. (C1046 1958 & 1.735.)

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SE Noel Roscoe, Ltd., showroom window on page 594.

(C2151)

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[C3039]
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[C304]
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Cooden 600. [9186]

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PATHEINDER, 1954 (April), blue, nitted with motoroid radio, 26,000 miles one owner, in very good condition; 2650, omiles one owner, in very good condition; 2650, omiles one owner, in very good condition; 2650, omiles on owner, bester, guilder 1951, one owner, bester, guilder 1951, one owner, bester, guilder 1951, owner, bester, well above average condition, award, bargain at £295.—Gordon & Glynn, 19, Cadogan Lane, Sioane St.S. W.I. Sloane 3526, owner, bestuffully styled Bray Motors, 180-184, West End Lane, N.W.6. Hampsted 1951, owner, bester, which is the model of the property of the condition of the property of the proper

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[C1177]

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ROLLS-ROYCE Silver Ghost, 1914 or earlier, wanted by genuinely enthusiastic would-be owner; kindly write in first instance to.—Managing Director Premier Motor Co., Aston Rd., Birmingham, 6,0056

Premier Motor Co., Aston Rd., Birmingham, 6 [9262]

WE definitely require good post-war Rolls-Royce (cither standard or special conclevate) to full specific enquiry; excellent price for suitable car.—
H. F. Edwards, 28-54. Upper Aigh St., Epsom, Surrey, Epsom 5011.

JACK BARCLAY (SERVICE), Ltd. See page 323, IS1082 R

CHARLES FOLLETT, Ltd., officially appointed repairers—spare parts, etc.

BARNSDALE Yard, off Elgin Ave. W.9. Cunningfrom 1936-7-8. (00614. P.

BARNSDALL FREE
ham 5986-7-8. IUDI-Exham 5986-7-8. JACK COMPTON, Ltd., the Rolls-Rovce specialists,
personal service.—80, High St., West Norwood,
London, S.E.27. Gipsy Hill 5265. [T9128
A LL spares new and second-hand, for all pre-war
A Rolls-Royce cars, all repairs and service.—Compton, 69, Westow St., Crystal Palace, S.E.19, Liv.
[0064 R

ROVER 10, 12, 14, 16, 20

1947 Rover 12, black, taxed: £300, evenings, weekends.—10, Chalgrove Crescent, Highord, [9456]

AZ MOTORS offer: £1501 Remarkably well preserved Rover 12 sports asloon sult fastidous
buyer.—Palmerston Rd., N.W.6, Mal. 4725, [C101]

PRIVATELY: 1947 Rover 10hp de luxe saloon; dis-tance no object; fullest particulars.—Evans. 1934 Maiden Ave., Greenford, Middx. 9346

ROVER 60

HENLYS. Lid

TOM GARNER, Ltd., offer:-

1954 Rover 60 saloon, black; £745.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6-7, (C2020)

1949 (May) Rover 60 saloon, very carefully main-tained, fitted H.M.V. radio, heater, etc. £340.

Douglas Smith, Scaldwell, Northampton, Tel Brix-

MATTON. Birmingham.—1956 60, one owner, low mileage: also brand new 1959 60, duo green, ann car taken in part exchange.—Hatton motors. Ltd., 71. Broad Nt. Birmingham. Midland 2437.

BRUTONS want low mileage Rover 60.—34. Becken-ham Rd. Beckenham 9201. [W1104 A BOVE average condition Rover 60 saloon required for definite client.—H. F. Edwards, 28-34, Upper High St., Epoom. Surrey. Epsom 5611. W2001

ROVER 75

HENLYS Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover

H BEART & Co., Ltd., offer:-

1954 Rover 75 saloon, black with red leather, or owner, superbly maintained; £795.—102, Lot don Rd., and High St., Kingston-on-Thames Kin WEYBRIDGE AUTOMOBILES offer:-

1958 Rover 75 saloon, dual cream and beige, red interior, fitted radio, 400 miles only, condition as new throughout; £1,395, WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey, Weybridge 2233, exth. 19.

GUY SALMON AUTOMOBILES offer:-

1955 Rover 75 saloon, genuine 10,000 miles only, black red heater; £995.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. HENLYS offer with 4 months' guarantee:-

1953 Rover 75 saloon, black and ivory with tan HENLYS, Ed., Parkway, Regent's Park, N.W.I. Gulliver 5721.

1954 black, only 50,000 miles, really immaculate; £750.—Campbell Symonds, Wembley 6262. [C1037

1955 Rover 75, 27,000 miles; £825.—Farnham St., Farnham (C2110

Tei. 4875-4.

1955 (July) Rover 75, black, fawn leather, loose kr765. - Kerridge Ltd. Alton 2224.

1955 (Rover 75, black, fawn leather, loose kr765. - Kerridge Ltd. Alton 2224.

1953 in exceptional condition black, brown hide, reds. Ecs. - Pinner Motor Co., Pinner 456. (C3105.

545 giis. - Rover 75 1952 P4 de luxe saloon, pastel guarantee, terms, exchanges. - Rowland Smith, below. - 2325 giantee, terms, exchanges. - Rowland Smith, below. - 2325 giantee, terms, exchanges. - Rowland Smith, below. - 2325 giantee, terms, exchanges. - Rowland Smith, below. - 2325 giantee, terms, exchanges. - Rowland Smith, below. - 2325 giantee, terms, exchanges. - Rowland Smith, below. - 2325 giantee, terms, exchanges. - Rowland Smith, below. - 2325 giantee, terms, exchanges. Ist; open 9-7 week-days and Saturdays. - Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

1954 Rover 75. 2 careful owners, 30.000 miles, radio; £725. Barnes. 315, Finchley Rd., 8892

1957 Rover 75 saloon, excellent condition, £1.150; or hired, dep. £20 and 36 hiring rentals. COODEN ENG. Co., Ltd., Cooden, Bexhill. Tel. [9181

COODEN EAST, LOV. 1910.

1951 Rover 75 salron, black/red, heater fitted reconditioned engine 12,000 miles, spotless, 3 months' guarantee, £15.—Trinit' Cara, Ltd., 94. North Side, Wandsworth Common, S.W.18. Vandyke 1166. (24054

1955 Rover 75, black with grey interior, one motor car; £810. Parkhouse Car Sales Co., 289, London Rd., Romford, Essex, Tel. Romford 45542. (65116 1954 model Rover 75, black, green leather, radio, car, chauffeur driven, taxed, £725 - R. S. Mead (Sales), Ltd., 42, Queen St., Maldenhead, Tel. Maldenhead, 4511-2.

XXX 1957 Rover 75, heater, clock, screen washers and reversing light, one owner, finished in dove grey with red interior, 17,000-odd miles, extremely good condition; £1,005; written guarantee, terms exchanges—H. F. Edwards, 25-54. Upper High St. Edwards, 25-54. (C200)

Bakers of Reading, Rover distributors, require good second-hand Rover 75s.—Tel. Reading 51221-2.

SMALL mileage Rover 75 needed urgently please send details — H. F. Edwards, 28-54. Upper High St. Epsom, Surrey. Epsom 5611. ROVER 90

HENLYS, Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. WARWICK WRIGHT, Ltd., offer:-

1957 Rover 90 (overdrive) saloon, ivory, blue up-holstery 15,000 miles; £1,125. V WARWICK WRIGHT. Ltd. Lord's Court, St. John's Wood Rd., London, N.W.E. Cunningham (050. [C4045] HENLYS offer with 4 months' guarantee:-

1956 model Rover 90 saloon, one owner, grey with red interior; £995 HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11, Finchley COSI/9782, [9412 HENLYS. Ltd. Henlys Corner, North Circula B. J. HUNTER, Ltd., Austin agents, offer;—

B. J. HUNTER, Ltd., askill askills, very fine car; 1954 Rover 90 saloon, all extras, very fine car; B. J. HUNTER, Ltd., 22. Cricklewood Broadway. (C2040 N.W.2. Tel. Giladstone 6303. (C2040 1955 Rover 90, finished black, H.M.V. radio, Rover 90, finished black, H.M.V. radio, C2040 Rover 90, finished black, H.M.V. radio, Thompson-Doxkey, Ltd., Mercedes-Benz main asents, 109-139, Eastbank St., Southport, Tel. 56954-5-6. (1949-1374

1955 Rover 90, black, radio, excellent throughout:

1956 model Rover 90 saloon, overdrive, one owner, pass & JOYCE, Ltd. 184, Great Portland St. W.I. Museum 1001.

1956 model Rover 90. radio, heater, one owner, superb condition, £995 —Robbins, East Pur-

RUSSELL MOTORS (KNIGHTSBRIDGE). Ltd., offer the following Rovers, all in exceptional condition and guaranteed.

1955 Rover 90 saloon, one owner. 27,000 miles take-off, hand throttle and towing attach 200 miles, cost 2900; 2725.—Marsh Rd

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sioane St., N.W.1. Sioane 9285. [C3060

1954 Rover 90 sal., one owner and serviced by manufacturers since new; ex. app. and order: £765.—£745vn's Carse (London), Ltd., 17, Bruton Place, London, W.I. Hyde 9184.

1955 Rover 90, black with tan interior, for sale privately, genuine milease 35,000, excellent condition. Rover maintained; seen London; £875.—

Box 8967. Rover 90, one owner, black, 21,000 miles only, heater, s, washers, spot light, taxed, immaculate: 6,995—R. S. Mead (Sales), Ltd., 42. Queen St., Maidenhead. Tel. Maidenhead 3351-4. Queen St., Maidenhead. Tel. Maidenhead 3351-6. (2011 4835—1955 Rover 90 saloon, one owner, in excellent condition throughout taxed December 31st., fitted radio and all extras.—Pirbright Garage, Southheids, 8.W.,18. Vandyke 256c.

Southfields, S.W.18. Vandyke 2566. (C3149)

XXX 1955 Rover 90, fitted heater, screen washers and pass light, one owner, finished in green with green interior; £675; written guarantee, terms, exchanges.—H. F. Edwards, 28-54 Upper High St.. Epsom. Tel. 5611.

1956 Rover 90. grey with blue upholstery, immacu-complete with heater, radio, car mats, etc., semulae, mileage 21.50 or offers.—Howard Clayton-Wright, Ltd., chellesbourne, Warwick. [9166]

ROVER 105

ENLYS. Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous [0472/R

LEX WEMBLEY COURT MOTORS.

57 Rover 105R. black, automatic, radio, 12,000 miles; £1,295.

FOUR months' warranty, part exchange, h.p. terms.

LEX GARAGES, Ltd., High Rd., Wembley, Middx. 19329

H A SAUNDERS, Ltd.

1957 Rover 105R saloon, black, red upholstery, recorded mileage 8,973, automatic gear box.

193 / recorded mileage 8,975, automatic gear box. heater: £1.245
H. A. SAUNDERS, Ltd., 836.842, High Rd., North
Finchley, N.12, Hillside 5272 (8 lines). [C4092]
R. HARDY & Son offer:—

1957 Rover 105R, black with red Interior, radio, 1957 heater, 13.500 miles only, one owner; £1,250.

52-55. Marylebone High St., W.1. Hunter 0942, 18662

PHILIP RICKARDS, Ltd., offer:-

1958 Rover 105S saloon, grey red, low mileage, perfect condition; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.I. Tel. (C305)

TAMES SPENCER, Ltd., offer:-

1958 model Rover 105R de luxe saloon, finished miles only, absolutely as new throughout £1.550.

JAMES SPENCER, Ltd., Broadway, Bexleyheath, Tel. Bex. 4265, 4269.

PETER BANTOCK CAR SALES offer:-

1957 Rover 105R de luxe, black red leather, 8,000 miles only, literally unmarked; £1,295,—104, High Rd., Chiswick 2725 5870.

1958 Rover 1055, dark grey, blue hide, 5,000 miles only, absolutely as new, £1,475.

CLARK & LAMBERT, Ltd., Trinity Place Garage, Eastbourne, Tel, 4660, Open till midnight, 1C1159

A PRIL 1958 Rover 1058, green, overdrive, 2,000 miles service just completed; £1,500.—Tel. Rickmans-

1958 Series Rover 1058 saloon, dove grey, 6,700 miles only, supplied and maintained by us; GORGE NEWMAN & Co., 569, Eusten Rd., London, (C5023

1957 (May) Rover 105R saloon, black and grey, 13,000 miles, one owner; GEORGE NEWMAN & Co., 569, Euston Rd., London, 1C5023

G*N.W.I. Eus. 4466.

Rover 68, 75, 59 and 565 Wanted

ROWLAND SMITH'S the Rover buvers: highest cash
prices.—Hampstead High St., N.W.3. [Wa016:R

NEARLY new or small mileage Rover 60, 75, 90 and 105 wanted,—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3, Tel. Deansgate 3325-6. [W2028]

LAND-ROVER

E VANS (WIMBLEDON), Ltd., offer a selection of high grade used Land-Rovers with a 5 months' specific guarantee—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0165-5, [0195 R

1958 (April) Land-Rover 2-litre Diesel, long who base, 109 inches de luxe with tilt and pot take-off, hand throttle and towing attachments, un 200 miles, cost \$900; £725.—Marsh Rd., Pinner, M diesex. Tel. Pinner 9888.

HENLYS offer with 4 months' guarantee:—

1956 Land-Rover, long wheelbase, hardtop, sild-ling division, grey with grey interior; £545. HENLYS, Ld., 155. Euston Rd., N.W.I. (amost opposite Euston Station). Euston 1966. [9415

11 opposite Euston Station). Euston 1966. [9415 SOUTHAMPTON.—Land-Rover distributor specialists, used selection always available.—South Western Garage. Tel. 22313. [0482: A specialists, 1957 as new, approx. 10.000 miles; 2495.—Mr. Champ. Tel. Gatley (Cheshire) Sull?. [9373 G&M ALFREDS (1936), Ltd.—1955 long chassla. One owner, privately used, superb example, trade invited.—6-7 Warren St., W.I. Euston 3268. [C1005]

TANKARD & SMITH Ltd., offer 1957 Land-Rover, market: £550-154-198, Kings Rd., Chelsea, London, S.W.S. Land-Rover, fisher the control of the c

marked: £550.—154-198, Kings Rd., Chelses, London, C4065

1955 Land-Rover fitted with detachable hard top, new tyres, works serviced and maintained, low mileage, well above average condition; £365.—R.L.H. Motors, Ltd., 601-609, Kings Rd., S.W.6. Renown 4492/6647.

LANGER HUDSON, Ltd., the nation-wide Land-Rover specialists office immediate delivery from of used Land-Rovers with 6 months, marantee; exchanges welcomed, h.p. facilities; write for details.—South Woodford, London, E.18. Wanstead 6644. [C2359]

EASTERN AUTOMOBILES, Ltd., offer immediate delivery of all types of series II Land-Rovers from their large comprehensive stock; guaranteed used Land-Rovers also always in stock; sales backed by the complement of the compl

South St. Bishops Storterer.

Land-Rover Gars Wanted

ROWLAND SMITH'S the Land-Rover buyers: highest
Godd. Cash prices.—Hampstead High St., N.W.S. Ham.
(6041. KW St. Hambert Market Bernell, N. W. S. Hambert
HARVEY Hudson, Ltd., wish to buy Land-Rovers
Hor cash or in exchange for any other make of
Editie.—South Woodlord, London, E. 18. Wantstead
(1923)8

ROVER MISCELLANEOUS

HENLYS, Ltd. ENGLAND'S largest Rover distributors

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 0151.) LWAYS a large selection of Rovers to choose from.

HENLY House, 385, Euston Rd., N.W.I. (Euston MANCHESTER (Blackfriars 7845).

CAMBERLEY (Camberley 2677-8-9).

HOUNSLOW (Hounslow 3454)

INCHLEY (Finchley 0081).

PARKWAY, Regents Park, N.W.I. (Guillver 5721.)

PARKWAY, Regents Park, N.W.I. (Gulliver 5721.)

CAMDEN TOWN Service Station. (Gulliver 4141.)

CAMDEN MOTORS for all Rover models, see selection display advert page 257.

CAMDEN MOTORS, Leighton Buzzard 2041.

1957 Rover 105R, grey, red hide, radio, one owner, absolutely as new: 21,195.

ASSOCIATED TOWNS OF THE SECTION OF THE SECTION

SOUTHAMPTON.—Roser distributor specialists, sale tion good used Rovers always available.—Sou Western Garage. Tel. 22315.

GEORGE NEWMAN & COMPANY require for eash low mileage Rover 90 cars.

GWOOD NEWMAN WITH S. the Rover buyers; highest cash prices—Hampstead High St., N.W.S. Ham.

KJ MOTORS, Ltd., S.E. England's leading Rot parts stockists.—Bromley, Ravensbourne 34 GULLIVER ENGINE SERVICE—Rover 12 and 14bp reconditioned exchange engines—80, Highgate Rd., N.W.5. Gulliver 4604.

T. BAKER & SONS (READING), Ltd., Rover dis-tributors for over 50 years, specialists in space T. BAKER & SONS (READING), Ltd., 53-37, Friar St., Reading, Tel. Reading 51221-2, [0581 R

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon, Tel. 0163-4-6. [0147 R

LEIGH PARK MOTORS, Ltd., Datchet, Slover, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. DRYS GARAGES, Ltd., Rover dealers since 1955, latest models always in stock, spares, service.— Kenton Rd., Kenton, Middx, Wor. 1102. [0995 R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spaces stocks evaluable.—Cheetham Hill Rd., Manchester, 8, Tel. Blackfriars 2302.

SCOOTAGAR
MHPW SALES, Ltd., Bubble and Miniature repetialists, New and Used for immediate delivery.—Call 25, Piccadilly, Gerrard 6055, 186, Holland Park Ave. (Just by Shepherds Bush Green). 67, Goldsworth Rd. Woking 5231. Watch 1TV, Tuesday 2kth October, 5.40 p.m. [0310

SIMCA

ANTHONY CROOK. Simca distributors, all new models is stock, all new Show models for earliest delivery, choice of 12 used Simcas, for Instance, 1957, 8.000 miles; 6865.

ANTHONY OROOK, Esher (Tel, 4580) and Hersham (Tel, Walton 667.).

HUXFORD & SON Ltd., offer:—

1959 Simca Super de luxe for immediate delivery, we will be pleased to accept orders for the 1959 range: Mr. P. Husford and Mr. M. Buck will be pleased to meet any of their past associates and future customers at stands number 124.5.—West St. Porchester, Hants. Cosham 76770, Simca distributors and enthusiasts.

J. DAVY, Ltd., Simca and Piat distributors.

1958 (July) Simea Montihery, 4,500 miles, heater, folding type seats, etc., immaculate example, comprehensive guarantee; £845. W.8. Wes 7181. 180 215. Brompton Hgh. St., W.8. Wes 7181. North Row, Park Lane, W.1. Hyde 2311. Arimston St., Piccadilly, S.W.1. Hyds 3141. (C1069) RICHARDS & CARR, Ltd., are always best value.

1957 Elysee saloon, heater, underseal, screen-washers, one owner, superb, light green;

1955 Aronde, 26,000 miles, 2 owners, heater, understanding, etc., superb example; £495, 1958 Grand Large special, brand new, immediate delivery, outstanding performance and handling, specially reduced price, specially reduced price, performance and handling, specially reduced price, and performance and handling, specially reduced price, performance and handling, specially reduced price, and performance and handling, specially reduced price, and performance a

MAYFAIR GARAGES, Ltd.—Choice of 2 really excellent Aronde saloons; £465/£475.—Bishops-bridge Rd., W.2. Amb, 1061.

SIMCA Aronde 1954, super condition, just overhauled by agents, new tyres; £400,—Ring Mrs. Morris, Acorn 4975, evenings. (9369 JULY 1958 Simca Aronde, 2,200 miles only, as new, July 1958 Simca Aronde, 2,200 miles only, as new, Jradio, heater, undersealed, wing mirrors, bargain; 2745.—Tel. Tunbridge Wells 21589, H.P. arranged (9195)

5745.—Tel. Tunbridge Weils 21599. H.P. arranged. [9195]
Shubber Share. Tel. 1080; Simca distributors for Bristol, Bath and West Country; new and used Simcas; service and spares. [1956]
1956 Simca Vedette (as Chambord) Regence along very extra maginable. l.h.d.; cost over £1,300; our price £395; terms, exchanges.—Corner Garage, Gorton St. Blackpool. Tel. 26855. [C2003]
1956 (late) Siaca Reserve VS saloon, colour blue are cream dual tone, inted with heater and radio, sliding roof and alternative sun vision roof, seat covers, whitewait byres and mixtation spoke wheel discs. this immaculate car evit £1,850 new, including £256, £1, Blundell, Christchurch Rd., Folkestone 2726.

2726. Simca Cars Wanted

1955 and later models urgently santed.—55. KinROWLAND SMITH'S, the Simca buyers; highest
cash prices.—Hampstead High St., R.W.S. Ham
(14)

SINGER H. A. SAUNDERS, Lid.

1958 Singer Gazelle drop head coupe. blue, grey.
1958 grey upholstery, recorded mileage 77; £885.
H. A. SAUNDERS, Ltd., 636-842, Righ Rd., North
Finchley, N.12. Hilbide 5272 (8 lines). (C4092)
TOM GARNER, Ltd., offer:—

NE only 1958 Singer Gazelle Series IIA convertible, black grey (Rallymaster engine), shop soiled, 400 only; £945. TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blacktriars 9205-6-7. WARWICK WRIGHT, Ltd., offer:-

1958 Singer Gazelle (overdrive) saloon, blue and grey, red uphoistery, heater, 6,000 miles;

1958 Singer Gazelle Series II estate car, greet and white green upholstry, 250 miles: £920 WARWICK WRIGHT, Ltd. Lord's Court, St. John Wood Rd., London, N.W.S. Cunningham 6050.

COOMBS SERVICE STATION offer:

1958 Singer Gazelle estate car. 2-tone pale blue range of special equipment includes Laycock overdrive. H.M.V. multi-button radio, air conditioning tartan loose covers, rim embellishers, etc., etc., only 5.000 miles, unrepeatable value: £225 below cost at £950. COMBS SERVICE STATION (GUILDFORD), L44. By-Pass Rd., Guildford £2962.

1957 model Singer Gazelle saloon, radio, blue and pass & JOYCE, Ltd., 184, Great Portland St. W.I., Museum 1001. SINGER SM 1500 1950-1, fawn, heater, spot; £199 — Baylis, 67, Winston Rd., N.16. (9107 Baylis, 87, Winston Rd., N.10.

BUNTINGS MOTOR EXCHANGE for new and used Singer cars. Bonnersfield Lane, Harrow. Te. 10048 R

SINGER

B&H Specialists, offer:

New 1959 Singer Gazelle saloon, fathom grey,
New 1959 Series II Gazelle estate car, blue/white,
nited heater: 2976: IIA Gazelle convertible, pearl
1958 Series IIA Gazelle convertible, pearl
ive versing light, Undersealed, external sun visa, 2,500
miles only, supplied by us as new; superb bargain at
1958 Singer Hunter de lives experts bargain at
1959 Singer Hunter de lives experts bargain at
1958 Care of the convertible of the conver DROUDLY offer an incomparable selection of handpicked sporting vehicles at attractive prices;—
£1585.—Ferrari Mille Mislia Spyder by Viniale.
£1365.—Ason Martin DBSS 2.9-litre. app. C.
£1365.—Ason Martin DBSS 2.9-litre. app. C.
£975.—Cooper-Jaguar app. C. sports/racing 2-seater.
£1965.—Ason Martin DBSS 2.9-litre. app. C.
£975.—Cooper-Jaguar app. C. sports/racing 2-seater.
£1965.—Ason Martin DBSS 2.9-litre.
£1965.—Easter. werdvise. radio. heater.
£1965.—Easter. werdvise. radio. heater.
£1965.—Easter. Mars. 65. stage II Climax. de
£1965.—Lotus XI. Le Mans. 65. stage II Climax. de
£1965.—Lotus XII. Le Mans. 65. stage II Climax. de
£1975.—Lotus XII. Le Mans. 65. stage II Climax. de
£1975.—Lotus Max. XI 1956 serves used.
£1975.—Frazer Nash special lightweight Le Mans. replica. Br. g. modified unit.
£1975.—Lotus Max. XI 1956 serves used.
£1975.—Triumph TR3 1957 2-seater, steel blue, disc brakes, wire wheels. 3-sneed overdrive.
£1975.—Triumph TR3 1957 2-seater, steel blue, disc brakes, wire wheels. 3-sneed overdrive.
£1976.—Alox. Max. XI 1956 Club 2-seater. Br. g.
£1976.—M. G. A. 1956 2-seater hard top, blue.
£1976.—Alox. Max. XI 1956 Club 2-seater, blue.
£1977.—Alox. Al 1956 2-seater hard top, blue.
£1978.—Triumph TR3 1957 2-seater, belge with red hardtop. 3-speed overdrive, radio, heater.
£1978.—Triumph TR3 1957 2-seater, belge with red hardtop. 3-speed overdrive, radio, heater.
£1978.—Lotus Mx VII. 1956 2-seater, long.
£1978.—Alox. Al 1956 2-seater, long. deater.
£1979.—Jaguar XKI20 1955 drip head, immaculate black, new hood. X tyres, radio, heater.
£1979.—Jaguar XKI20 1955 drip head, immaculate black, new hood. X tyres, radio, heater.
£1979.—Lotus Mx VII. 1956 2-seater, block red dual blue lyvoy, radio, overdrive, radio heater.
£1979.—Jaguar XKI20 1955 drip head, immaculate red hardtop. Seater. Black. red black. new hood. E.
£1979.—Jaguar XRI20 1954 roundstern, red blue.
£1979.—Lotus Mx VII. 1955 2-seater, red blue.
£1979.—Lotus Mx VII. 1955 2-seater, block red black. red black red black red on the black red on th 1956 Singer Hunter de luxe saloon, grey, red leather upholstery, fitted town and country tyres on rear, heater, spot lights, wood dash, etc., beau-1953-4 Singer 1500 roadster, colour red, l.h.d., whole car fasticiously kept; bargain at £395. EXCHANGES and hire purchase, flitted many extras. EXCHANGES and hire purchase, Singer sales, spares, R.20. Hillside 6671. N.20. Hillside 6671. [C1020]

525 ns.—Singer Hunter 1956 saloon, silver grey, one careful owner, excellent condition, written guarantee; terms, exchanges.—Rowland Smith, below—265 sns.—Singer 1500 1955 export model 4AD 2-4-dition; terms, exchanges.—Rowland Smith, below—195 ns.—Singer 1500 September 1949 saloon, duction; terms, exchanges,—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018 1958 Singer Gazelle convertible, white, red flash, 5,000 miles, every extra, as new; exchanges, SKELLYS OF MOTHERWELL, Ltd. Tel. 1560. 1955 model Singer Hunter de luxe saloon, heater, h.p.-11. Perrymead, Prestwich, Manchester. Prestwich 2057. (C26:2 wich 2057.

SINGER SMI500 saloon 1950 model, in green with beige interior, fitted with radio and heater, engine and brakes recently reconditioned, one change of owner, a line, reliable family car for only £252.—Hil 4252. Moors, Wattord Way, London, N.W.7. Mill Hill 4252. (C2108 Open till 8 p.m.

Singer Cars Wanted

R OWLAND SMITH'S the Singer buyers; highest
cash prices.—Hampstead High St., N.W.3, Ham.
(M4018/R [W4018/R]) Singer Spares and Service SINGER spares mailed by return, trade or retail. B&H MOTORS, Bignell's Corner, South Mimms, GLANFIELD, LAWRENCE, 2-10, City Rd., Cardin, Singer distributors.—East Glamorgan—spares and service.—Tel. 20531. service.—Tel. 20531. [091 R THE official Singer London parts distributors for all trade and retail orders; full vehicle service facili-ties also available.—Automenders. Ltd., Ferry Rd., London, SW 13. Riverside 8291. [0754 R SPORTS CARS B&G MOTORS offer:-£255.—Ford 935cc Special glassfibre sports 2-seater, till touring equipment, etc., lovely job. £165.—M.G. 8 PA sports 2-seater, spotless, red, new hood.
£155.—M.G. 8 PA sports 2-seater, red, new hood. £155 £150 -M.G. 8 PA sports 4-seater, red. £145.—M.G. 8 PA sports 4-seater, dark green. £145 -M.G. 8 PA sports swept wing 2-seater, red. £140-M.G. 8 swept wing 2-seater, off white. £120 -M.G. 847cc Montlhery 2-seater, red. £120 -M.G. PA sports 2-seater, fitted Ford engine. £105.—Austin 7 Nippy sports 2-seater, fitted Ford £100.—Singer 9 Le Mans 2-seater, blue. \$50 - Riley 9 Monaco saloon, exceptionally smaft & tidy.

MANY others, casy terms.—B. & G. Motors, 194-8, Arlington Rd., Camden Town, N.W.1. Gulliver (Ci01); £795 -1955 Sunbeam A'pine, grey, hard top, im-£765 £595 £595 Earls Court to Chiswick Park Station (C1124) Underground. [C1124] CRESSCARS, Ltd., offer a comprehensive selection. Cach and every one a better than average specimen of its particular type unless otherwise stated and all at new low level prices.

£129—Lancia 12bp Augusta saloon, 1935. a meticulously maintained Augusta in black, engine reconditioned less than 1,000 miles ago with specially modified cylinder head and exhaust system, altogether an exceptionally nice specimen of this little maderninge from Italy. £585 £585 only. £495 -1958 Ford Special, fully aquaplaned E92A unit, Watling tube chassis, Falcon fibre-glass new. 1954 TR2, blue. £410 £385 -1949 M.G. TC, red. recently overhauled, in-£375 -1948 M.G. TC, red. stage II modifications. altogether an exceptionally mice specimen of this little masterpiece from Italy 18659—1994 Jaguar XK120 d h coupe, best XK 2469—M.G. TD, 1993, unmarked, black, spotless called the couper of the coup £295 -1939 Lancia Aprilia. Farina bodied drop head coupe, light blue, a beautiful and rare £275 —1934 Alfa-Romeo, 1750cc, supercharged, Castagna 4-seater drophead body, five new

145 — 1956 Lagonda LG45, 4-seater, drophead, new hood, Horch VB, 2'g-litre drophead, 4-seater, 1959 — 1959 Austin 7 saloon, high compression head, downers brake conversion, CHEQUERS SPEED SHOP, Portsmouth Rd. Camberley, Surrey, Camberley 1035.

SPORTS CARS ROWLAND SMITH'S for Sports Cars.

695 gns.—Triumph TR3. 1956, B.r.g., overdrive, radio, heater, Micheln X, superb example 645 gns.—Triumph TR3. 1956, pearl white, twin spots, hadge KK120 1954 Roadsver, screenwash, luggage carrier, Michelin X, one owner, 1955 luggage carrier, Michelin X, one owner, 1959 gns.—M.G. Midget 1955 TP 1500 2-seater, red. 1958 gns.—Gonaught 1952 2-seater, B.r.g., dry sump, twin cartis, 4-branch exhaust, 495 gns.—Jaguar XK120 1951 Roadsver, 2-tone 1958 gns.—Magnar Midget 1955 TD 2-seater, beater, 2-tone 1958 gns.—M.G. Midget 1955 TD 2-seater, beater, bater, nowersion, sports performance, 2-tone 1958 gns.—M.G. Midget 1955 TD 2-seater, beater, beater, PVC hood, screenwash, 2 spares, 1958 gns.—Riley 1950 23-sitre 2-5-seater, sports roadster, red.—Red. 1959 23-sitre 2-5-seater, sports roadster, some 1950 23-sitre 2-5-seater, sports roadster, tonical, choice of 2 gns.—Mustin A50 1950 Atlantic convertible, 1958 gns.—Mustin A50 1950 Atlantic convertible, 295 gns.—Auxin A50 1950 Atlantic convertible, 295 gns.—Aivis 1948 special sports 4-seater, carred 15 gns.—Singer 9 1947 2-4-seater roadster, red., red. 15 gns.—Aivis 1948 special sports 4-seater, sports 245 gns.—Aivis 1948 special sports 4-seater, sports 245 gns.—Aivis 1948 special sports 4-seater, sports 245 gns.—Aivis 1948 special sports 4-seater, onderer, 1958 gns.—Aivis 1959 model 14pp sports virt'en guarantee over 2300, terms, exchanges, list, 1959 gns.—Aivis 4-seater roadster, red. red. 1959 gns.—Aivis 1950 model 14pp sports virt'en guarantee over 2300, terms, exchanges, list, 1959 gns.—Aivis 4-seater sports 6-seater, 1959 gns.—Aivis 1959 model 14pp sports virt'en guarantee over 2300, terms, exchanges, list, 1959 gns.—Aivis 1950 gns.—Aivis 1950 model 14pp sports virt'en guarantee over 2300, terms, exchanges, list, 1959 gns.—Aivis 1950 gns.—Aivis 1950 gns.—Aivis 1950 gns.—Aivis 1950 gns.—Aivis 1950 gns.—Aiv ROWLAND SMITH'S for Sports Cars B. J. HUNTER, Ltd., Austin agents, offer:-1954 M.G. TF 2-seater, very attractive and fast; 1950 (Rovember) Morgan drop head coupe, very 1948 (Lea-Francis 14 sports 2-seater, very attractive and well-built car; £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, W.Z. Tei Gladstone 503.

DERFORMANCE CARS (Ealing 8841) unique selection (196 cars) on page 1.

MORGANN (SCUNTHORPE), Ltd., Lincoin-bire's following selection at specialists, wish to offer the following selection: 1954 Aston Martin, DB 2,4 £1,450. 1955 Triumph TR2, overdrive, hard top; £595. 1949 M.G. TC, Ivory; £375. 1947 M.G. TC, black (new works rec. engine); 1947 M.G. TC, red, extras; £325. 1951 Singer 4-seater sports; £295.

A ND the following convertibles:— 1057 (late) Metropolitan convertible; £635. 1956 Morris Minor, black; £455. 1954 Morris Minor, grey; £400. 1952 Austin A70, extras; £385. 1949 Morris Minor, maroon; £275. above carry our usual 3 months' guarantee. SHOWROOM, 24-28, High St., Scunthorpe. Tel. 4385, After hours Tel. Scunthorpe 4565.

EAGLE MOTORS (NORWOOD), Ltd., the Crystal Palace Sports Cars Specialists, I. Crown Point, Norwood, S.E.19. (137 bus passes door, 68 bus nearby.)
1956 M.G. A. red, wire wheels, Michelin X tyres.
1955 heater; £725.
1955 Austin-Healey, heater, overdrive, 33,000, resprayed, ice blue, 4 new tyres, £625.
1951 TD M.G., black, new red Vynide hood and side screens, new tyres, A.A. inspected; £465.
M.G. TC, red; £225. 1947 1947
M.G. TC, red, twin spots, new tonneau, excellent condition; £350.
1949 Triumph 2000 Roadster, engine reconditioned 15,000 miles ago; £365.
1939 PA, red, new tonneau, very nice little motor; £145. 939 £145.
PORTS cars urgently required, especially late type models.—Eagle Motors, Gipsy Hill 6513-6079.
[C2140] Sports Cars Wanted ROWLAND SMITH'S, the sports car buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018 R INTERESTING pre-war, any condition.-C. Arnold, S. Homestead Way, Northampton, 19307 TUNING repairs, unoutainable spares made, side 5291. S.S. 1935 S.S.II 12hp open sports 4-seater, new hood, excellent runner; £65; exchanges, terms— Bray Motors 180-184, West End Lane, N.W.6. Hamp-stead 6490.

STANDARD 8

1954 Standard 8. grey, suitable for disabled driver hand controls; £540.
PENFOLD MOTORS, 12. Burnt Ash Rd. S.E.15. Teller Green 1202.

955 Standard 8, finished in black, red interior. Shopswate 3593 C1153

PENFOLD MOTORS offer:-

CROFTON GARAGES, Ltd.

£359 -M G TC, 1947, really excellent in B.r.g E229 -M.G. TA, sports 1937, excellent, in red a f429 -Riley 21-litre saloon.—See Riley columns.

CRESCARS, Ltd. 156, High Rd. E Finchley, London, N. 2 Tudon 9272

WARWICK WRIGHT, Ltd., offer

1955 Standard S saloon, grey, red upholstery, Warwick WRIGHT Ltd, 393. Edgware Rd., N.W.2. Glastone 0041.
ALLAN TAYLOR MOTORS, Ltd., offer:—

1954 Standard 8, heater, low mileage, excellent condition; £345.

HIGH St., Wandsworth, S.W.18. Vandyke 7222 (10 [C4104]

1955 (June) Standard 8 saloon, blue, taxed; £375. GEE CARS, Ltd., 169, Fulham Rd., S.W.3, Knights-bridge 4733 or Macaulay 3363. [T9126

1956. blue, heater, 17,850 miles; £450.—Campbel. Symonds, Wembley 6262.

1955 Standard 8 de luxe, very good order: £365 h.p. arranged.—Tel. Tunbridge Wells 21389 1955 Standard 8, heater and other extras, 13,00 miles only, a perfect car; £425.—Morley, 76 Cambridge Rd., Kingston. Kingston 8885. [C301]

Cambridge Rd., Kingston, Kingston bons, 2335 !!!- 1948 Standard 8 drop head coupe, outstanding condition, and outbeen the dead available is standing condition. I will be seen to be a seen a s

1955 Standard 8, one owner, green, in excellent condition: £545.—The Cricklewood Automobile Co., Shoot-up Hill, N.W.2. Gladstone 4803, [8851]
1954 Barnes, M.5, Finchley Rd., N.W.5. Ham, [8891]

1957 Standard 8 two pedal, under 9,000, or cwner; £575.—Streatham Hill Motors 5 Streatham Hill, Tul. 2221.

Streatham Hill, Tun. 2221.

1953 (December) Standard 8, heater, excelle condition; £345.—Robbins, East Putney, Telepolitics.

AZ MOTORS offer 1954 Standard 8 saloon, 24,000 miles only, heater, carefully used; £375; Also 1948 sports tourer one owner; bargain offer; £175.

-Palmerston Rd., N.W.6, Mai, 4723.

AZ 218.—Standard Super 8 1956 de luxe saloon, Varieties guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 604!.

STANDARD 9
1939 Standard 9 saloon, good condition, £95; or condition, THE COODEN ENG. Co., Ltd., Cooden, Bexhill. Tel. Cooden 600.

STANDARD 10 F. DOVE, Ltd., offer

1955 Standard 10, blue, heater, £425. L. F. Dove, Liberty 3456. [C1077] MIKE HAWTHORN offers:-

M Standard 10 saloon, colour pearl white, mile-age under 4,000; £585,—The Tourist Trophy Garage, Ltd., Farnham Surrey, Tel. Farnham 5363

WARWICK WRIGHT, Ltd. offer:-

1955 Standard 10 saloon, green, heater, £425. WARWICK WRIGHT, Ltd., 595. Edgware Rd., N.W.2. Gladstone 0041. [C4137]

GUY Salandard 10 saloon, beige, 7,000 miles, fitted 1957 Stan-Drive 2-pedai control, heater, indistinguishable from new; £575, 1955 Standard 10 super saloon saloon, fitted lug-point from the fitter of the fitter

PARK MOTORS (KINGSTON), Ltd., offer:-

1957 Standard 10 de luxe saloon with Standrive, black red upholstery, low mileage, one one Kinasion-en-Thames, Kinasion 7610. [C3134]

1956 (Dec.) Standard 10 saloon, beige, taxed; £450.

GEE CARS, Ltd., 169, Fulham Rd., S.W.3. Knights-bridge 4733 or Macaulay 5563. [T9126]

1956 Standard 10. black; £495.—Odeon Motors. (C3023)

1956 Standard Super 10, dark blue grey, heater, 1956 etc.; £450.—Bushey Heath \$282. [Clille]
1956 (Oct.) Standard Super 10, black red trim. beater, one owner, 21,000, taxed; £475. THE BLACK HORSE GARAGE, 174-176, Sheen Rd. Richmond 6441

1956 series Standard Super 10. heater, almost : 2450.—Kirkdale Cars, Kirkdale, Sydetham, S.E.26. Sydenham 6129.

1955 Standard :0 saloon, heater, wing mirrors, 52445.—Rawlings Tudor Garage, Ltd., 928-931, Fulham Rd., S.W.6. Renown 2281.

1956 Standard 10 de luxe, heater, very low miles age, immaculate throughout: £485—Cavendish Motors. Cavendish Rd., N.W.6. Willesden 0046 [C1121]
£475—1956 (July), one owner, super saloon.—
West Road. Hounslow. Middx Tel. Hounslow 1082, [C1122]
West Road. Hounslow. Middx Tel. Hounslow 1082, [C1123]

STANDARD 10 1955 Standard 10 saloon, grey with red interior, one owner, heater; £435,—Golly's Garages, Ltd., 111a, Earls Court Rd., S.W.5. Fremantle 6373,

£475 —1956 Standard Super 10, one owner mileage, heater, undersealed, screen was taxed —Arnotts Garages, Ltd. Grange Rd., Willesden 0161,

Green, N.W.10. Whitesden 0161, College 4450 o.n.o.—Fawn, 18.000, recent Alexander concurrence on the fact of the cond. fast, economical, regularly maintained, R.A.C. inspection invited; terms, arranged.—New Cross 4455.

445 sns.—Standard 10 1955 saloon, grey, heater overriders, carefully used; written guarantee terms, exchanges list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) (C4016 (C4016 C4016 C401

SIDNEY MARCUS, Ltd.

1957 Companion, fitted heater, 14,000 miles, a very excellent runner; £535.—33, Sloane St., [C3006]

1956 Companion, one owner, unmarked, heater, unmarked, heater, underscaled, low mileage, guaranteed; £555; terms, exchange,—Gul. 1350.

1957 Standard 10 Companion, 18,000 miles heater, radio, fog lamp, etc., excellent condition: 6525.—Tillett, Pitsford, Northampton. [9336] STANDARD ENSIGN & PENNANT

1958 Standard Pennani, grey/blue, excellently maintained, one owner, completely un-marked, 1.045 miles only, many extras, £695, 407, High Rd., N.12, Finchiev 0931.

marked. 1,045 miles only finant leage, Mandarin High Rd., N.12. Finchley 0091.

1958 Standard Ensign, works mileage, Mandarin Rd., Washers, immediate delivery; £795.

XL Kingston 8353.

1958 Standard Pennant, grey blue, 2,000 miles, one owner, as new: £650.—Lewisham Car Mart. 215. High St., Lewisham, S.E.13, Tel. Lee 1563.

STANDARD 12 & 14
STANDARD 14, 1948, black saloon, good condit throughout; h.p. can be arranged; £185.—Har

125 gns.—Standard 12 December 1946 foursome drop 1943, head coupe, grze, blue leather; terms, exhanges, list; open 9-7 week-days and Saturdays.—towland Smith, Hampstead (Hampstead Tube). Hamptead 6041.

EX STANDARD VANGUARD

57 Standard Vanguard Phase III estate car, one owner, radio, heater, £785.

LEX A. & A. SERVICES. Kenton Rd., Kenton, Middx. Wordsworth 7805. [9328 DNEY MARCUS, Ltd.

1957 Vanguard, a one-owner car, 19,000 miles, radio, heater; £645,—33, Sloane St., S.W.1, IC3006 WARWICK WRIGHT, Ltd., offer:-

1955 Standard Vanguard saloon, green, fawn up-holstery: £485. WARWICK WRIGHT, Ltd., 593, Edgware Rd., N.W.2. Gladstone 0041 [C4137

NAYLOR & ROOT, Ltd. (Established 1920). 754 Vanguard Phase II. black/red upholstery, radio, heater, excellent condition: £475.
CLAPHAM Junction, S.W.11. Butterses 2252.
(C3022

1956 Phase III Vanguard, overdrive, low mileage;

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. North 4441-6666, (C1036 1956 Standard Vanguard saloon, overdrive, heater., PASS & JOYCE, Ltd., 184, Great Portland St., W1. Misseum 1001.

Museum 1001. [C5059]
1952 Vanguard, radio, heater; £275.—Barnes, 515, 19426
1954 Standard Vanguard, powder blue, blue 1954 Standard Rd., Thornton Heath, Tel. 5057; and at 56, Westway, Caterham, 1959.

1955 Vanguard Phase II, black, one owner, low mileage: £485; also los descriptions of the phase II, heater, radio, blue with beige interior; £450—Campbell Symonds. (C1037)

345 ms.— Standard Vanguard 1955 saloon, heate seat covers, very carefully used; written guarter; terms, exchanges.—Rowland Smith. helow:—225 ms.—Standard Vanguard December 1949 4-do good condition; terms, exchanges.—Rowland Smit

below:—
195 grey, blue leather, heater, good condition;
lerms, exchanges, list; poen 9-7 week-days and Satur-lays.—Rowland Smith, Hampstead (Hampstead Tube),
(C0016)

1953 saloon, overdrive, heater, tubeless, immacu-iate; guarantee! A.A. inspection welcome; £365; terms.—Gul. 1350.

1955 Vanguard saloon, black. Series II ing condition, nominal mileage; Tel. Kirby Muxloe 75 76.

STANDARD VANGUARD

1953-4 Vanguard, Phase 2, estate, immaculate, guaranteed; £380, payments.—Vaughan, 7, Astwood Mews, 8.W.7. Pro. 1519 (C4078) 1958 Standard Vanguard estate car, Pha 1958 green with biscuit upholstery, 4-spec box and door change, 1,600 miles, 4 months' guar £1,040.—University Motors, Ltd., 80, Piccadilly

1954 Phase II in green and black dual feets and black dual feets and back dual feet one owner carriage; £475; exchanges cars or motor cycles, h.p. terms (we will settle your existing account).—Burge & Inglis (Motors), Ltd. (Standard agents). Tel. Willesden 4869; 9394.

den 4869 5934.

1956 (Auly) Standard Vanguard Phase III, blue
drive, 28,000 miles; this car is unmarked and in our
standing condition throughout; it must be seen and
tried to be appreciated; 275,—Bells Service Garage
d'44, London Rd., Kingston-0n-Thames. Kingston 100

Standard Misocilanceus Cars Wanted

ROWLAND SMITH'S, the Standard buye - hughest
cash prices.—Hampstead High St. NW.S. Ham.
(Wa016/R

G041. Standard Spares and Service

LARGE stockists for Standard spares and replacement units.—John Kaye (Leeds) Ltd. New York Rd., Leeds, 2. Tel. 34151 (5 lines). 10301 R

STANDARD spares for all models: targest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive. Colwyn Say. (7el. 5329.) Tel. 3522.)

STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, recellulosing.—Puttocks, Ltd. (8 W Surrey distributors). Alexandra Ferrace, Guldford 9351. 10353 (R HALLS (FINCHLEY), Ltd., have a comprehensive and also reconditioned Standard exchange engines from surface of Standard spares for immediate delivery and also reconditioned Standard exchange engines from Berndtz spoots.—38 Alexandra exchange engines from Berndtz spoots.—38 Alexandra exchange engines from Finchley. Finchley 5908.

STUDEBAKER

STUDEBAKER

Studebaker convertible, radio, heater, outstanding condition, standing condition, standing condition, conditi

19139 THE Studebaker buyers.—See under American Cars.

SIMPSON'S -- Wem. 8691/3905/4422

SUNBEAM

R ROOTES

HAVE available a range of Sunbeam cars of very low mileage, I ONDON, W.1.

DEVONSHIRE House, Piccadilly,

GRO. 3401.

BIRMINGHAM, 2.

LOWER Temple St.

CEN. 8411.

MANCHESTER, 2. 129. Deansg.te.

BLA. 6677.

OM GARNER, Ltd. offer:-

1956 Sunbeam Mk. III saloon, green htr., rdo., overdrive; £945.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2.
Blackfriars 9265-6-7. [C2020]

WARWICK WRIGHT, Ltd., offer .-

WARWICK WRIGHT, ball (overdrive) saloon, 2-ton 1957 Sunbeam Mark III (overdrive) saloon, 2-ton green, green upholstery, radio and heater 12,000 miles, £995, another in grey, similar mileage. WARWICK WRIGHT, Ltd., Lord's Court, 8t. John Wood Rd., Loudon, N.W.8. Cunningham 6050 (Caoa

£678 —Mk. III 1955, blue, sunroof, all extras, spankfug condition,—Ric. 2432. [8929]

M ARK III with new engine, 800 miles only, 1955 series, two tone colour, overdrive and other extrast £890 —Metropole Hotel. Southport. [9105]

1955 model Sunbeam 2½—litre Mark III saloon with heater and overdrive; £652.—John Whalles L.dd. London Rd. Bishop's Stortford.

1953 (July) Sunbeam Mark IIa saloon, spats, etc.; £495; 4 months' guar terms and exchanges.—Green & Zonis, Ltd., 24 Deansgate, Manchester, 3. Tel Deansgate 3325

1955 (model) Sunbeam Mark III saloon, in grey red leather, fitted overdrive, heater, etc. one owner, nice condition; £695.—Gibsons Sports Cars. Lynchurst Rd., Christchurch, Hants. Tel. Higheliffe [C2109]

JACK ROSE, Ltd., offer 1957 (July) Sunbeam Mk III
Jasloon. 9,000 miles, sunshine roof, overdrive, revecunter, dual colour claret and grey, in almost unmarked condition, accept £975.—Stafford Rd., Walling-ton, Surrey, Wallington 6677.

URGENTLY required, 1647/57 Sunbeam.—Oib-ons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Higheliffe 2275 iW2109

ROWLAND SMITH'S the Sunbeam buyers; his cash prices.—Hampstead High St., N.W.3.

MAC MOTORS (SURBITON)

1953 Sunbeam Alpine, radio, heater, bost of extras, immaculate; £555.—Elmbridge 5974. [C3139 1954 Sunbeam Alione, finished ivory, radio, heater condition, taxed; £645.—Crofton Garages, Ltd. 352-4 Kings Rd., Chelsea, S.W.3. Plax, 0305. [C1155 SUNBEAM Alpine registered 1954, red with black hood, or condition by one fastidious owner: £650.—Anchor Motors, Victoria Rd., Chester. Tel. 22622. [9150]

1954 (October) Alpine, very low mileage, heater, turbo discs, washers, spots, etc., beautiful condition; £595.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. Caopil TANKARD & SMITH Ltd., offer 1953-4 Sunbeam Capill Alpine, Alpine mist/red, heater, beautiful car in excellent condition; £650—194-198, Kings Rd., Chelsea, London, S.W.3. Flaxman 4801.

G. S. HALL, Ltd., offer:-

SUNBEAM Rapier, 1957, pippin red, 17,000 miles, overdrive, heater, wing mirrors, seat covers; £885; choice of tw2.—502-506, King St., W 6. Riverside 2681. [C2100]

TOM GARNER, Ltd., offer:-

1958 Sunbeam Rapier Series II saloon, grey/green.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2.
Blackfriars 9265-6-7.
WARWICK WRIGHT, Ltd., offer:—

WARWICK WRIGHT, Ltg., uner.

1957 Sunbeam Rapier R.67 saloon, antelope and pearl grey, grey-blue upholstery, heater, 12,000 miles; £850.

1958 Sunbeam Rapier Series II overdrive saloon, heater, 10,000 miles, £1,025, another in moonstone and brown, similar mileage, another in moonstone with the control of the control of

1956 throughout, £725 finchley Rd. Hampstead, London, N.W.5. Hampstead 8576 7779. [C4016]
1958 Sunbeam Rapier Series II asioon, black blue, nominal mileage, heater, £945. [AWSON & SONS, Ltd., Tunbridge Wells 3494, [9299]

J. RAWSON & SONS, Ltd., Fundation [9299]
1958 Sunbeam Rapter saloon, black and grey with srey interior, one owner; 2955.

PASS & JOYCE, Ltd., 184, Great Portland St., W.I., Museum 1001.
[C3039]
1957 Sunbeam Rapter, choice of 2, black and grey internacilate; 2855.

CLARK & LAMBERT, Ltd., Trinity Place Garage, Eastbourne. Tel. 4660. Open till midnight.
[C1159]

KJ MOTORS, Ltd., offer:-

1956 Sunbeam Rapier in blue and white with blue owner car having covered 15,500 miles only, in spotless Condition, 2765.

KJ MOTORS, Ltd., Widmore Rd., Bromley, Ravens-18256.

1957-58 Sunbeam Rapier, radio and heater, almost hiring rentals: £50/4. CODEN ENGINEERING CO., Ltd., Cooden, Bexhill, Cooden 600.

Cooden 600. [9165]

1956 Sunbeam Rapier saloon (Sept. 56), two tone
two blue grey with matching upholstery. R67
two carburettor engine, screenwagers, wing mirrors
and overdrive, recorded mileage 15,000; £772.
H. A. SAUNDERS, Itd., Austin House, Castle St.,
Worcester. Tel. 6571. [C4005]

1958 Rapier convertible, 9,000 miles, overdrive, hotors, Ltd., Kingston By-Pass, Tolworth, Elmbridge (Cd081)

1958 (August) Sunbeam Rapier, pearl grey and pippin red. 850 miles only, overdrive, underseal, heater, radio, windscreen washers, rev. counter, whitewall flaps, director owner, excellent reason for calle; £1.080 o.n.o.—Waterloo 616.2.

1958 Sunbeam Rapier, R67 engine, fitted with heater, clock centre gear change, demisters and undersealed, this car has done under 3,000 miles and is being sold because of ill-health, finished in embassy black/Mayfair grey, red upholstery: £880, -Iyor Creek, Ltd. Nichols Rd. Garages, Southampton, Tel. 23440, 17896.

ROWLAND SMITH'S, the Rapier buyers: highest cash prices.—Hampstead High St., N.W.5. Ham.

SUNBEAM TALBOT

Subsem Talbot

See Noel Roscoe, Ltd., showroom window on page
264. [C3131

1951 Sunbeam-Talbot 90 convertible, grey, excelient condition, heater; £395, Finchley Rd.,
Garage Service, C., Ltd., 1913, Finchley Rd.,
Golders Green, N.W.11. Speedwell 4411. [C2019] £399 - Sunbeam-Talbot saloon, '52, fitted many extras, red, exchange and terms arranged.—
[T9052]

Valentine 4674

1952 Sunbeam-Talbot 90 saloon, two tone, heater,
-Rodgers, 81, 81, Georges 8q., 8W.1, Tel. Vie. 9767

1950 Sunbeam-Talbot 90 convertible, ivory, black
hood, heater, 56,000 miles, recent extensive
verhall, 2375 or ofter,—Tul. 4945.

1952 Sunbeam-Talbot 90 saloon, two-tone, heater, twin spots, etc., good condition; £450 o.n.o.—Rodgers, 81, St. Georges Sq., S.W.I. Vic. 9767 [9457 1951 Sunbeam-Talbot drop head, immacu. Rd. Hove 70586

1950 Subbeam-Talbot 50 saloon, mist blue, seat Chubman Autos, Ltd. 128-142, High St., Tooting, S. W. 17 Balham 3494.

SUNBEAM-TALBOT

1950 Sunbeam-Talbot 10hp sports saloon, black potless condition, radio, heater, taxed December; £385; exchanges, terms.—Bray Motors, 16102-184. West End Lane, N.W.6. Hampstead 6490 [C102-

December; £385; exchanges, terms.—Bray acoust. 1024. West End Lane, N.W.6. Hampstead 490, Clo24.

1952 model Sunbeam-Talbot convertible in quite exceptional condition with new hood; £400. terms, exchanges.—Moreland Motors, 382, Finchies Rd., London, N.W.2. Hampstead 1218. [9445.

1951 S-T 90 saloon, grey blue, carefully maintained by professional man; chrome and paintwork in wonderful condition with really sound engine; reconditioned acar box and brakes, Michelin X tyres, £399, for a faultiess car.—Funbridge Wells 269. [940].

1954 (August) Sunbeam-Talbot convertible Mr. 110. [940]. Sunbeam-Talbot convertible Mr. 110. [940]. Sunbeam-Talbot convertible Mr. 110. [940]

DUDLEY & COBBOLD, 208. The Broadway, Wimble don. S.W.19.—1950 Sunbeam-Talbot 90 sport spoon. In the Broadway of the sale of the whole car being in really superlative and faulties condition throughout; £385.—Dudley & Cobbold, 208 The Broadway, Wimbledon, S.W.19. Che. 3566 7 6 100 Cm.

Sunbcam-Taibot Cars Wanted

ROWLAND SMITH'S, the Sunbeam-Falbot buyers:
highest cash prices—Hampstead High St. N.W. 5.
Ham. 6941.

SEE SPECIAL FEATURES IN THIS ISSUE

On Pages and Pages 305 - 319320 - 321

SUNBEAM MISCELLANEOUS CAMDEN MOTORS for all Sunbeam mode selection on display advert, page 257. CAMDEN MOTORS, Leighton Buzzard 2041.

TALBOT

1937 Talbot 10hp drop head foursome cot
Bray Motors, 180-184, West End Lane, N.W.6,
stead 6490.

Stead 6490. Taibot Spares and Service

JOHN BLAND for spares and repairs to pre-war
Taibots. -27, Southfields Rd., S.W.18, Vandyke
(0003 R

. F. DOVE, Ltd., offer:-

1957 TR3. B.r.g., overdrive, heater, discs, 6,000 miles, £245, 1954 TR2, B.r.g.; £555.—L. P. Dove, Ltd., 44, Kingston Rd., London, S.W.19. Tel Liberty [C1077]

WARWICK WRIGHT, Ltd., offer:-

1953 Triumph Mayflower saloon, black, heater, Warwick WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone Co41. [C4137]

1957 Triumph TR3 2-seater sports, hardtop, over-drive one owner, green with beige interior

HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11, F.nchley 0081 9782, [9413 SEE Noel Roscoe, Ltd., showroom window on page 1C5131 ST. MARGARET'S MOTORS, Ltd., specialists in used TRs and only TRs, offer:—

1955 TR2, overdrive, radio, heater, wire-wheels, blue, red interior; £645.

SHOWROOMS open until 10 p.m. (6 p.m. Sundays) —
91-95, St. Margaret's Rd., Twickenham, Middx,
Tel. Popesgrove 9075, (C4126

1956 — Triumph TR3 hard top, immaculate; 2695,
—Robbins, East Futney, Tel. 7881, (C3010

PERFORMANCE CARS (Ealing 2841) unique selection (196 c.urs) on page 1,

1055 — Triumph TR2, signal, and language selec-

1955 Triumph TR2, signal red, low mileage, superb

PREMIER MOTORS. 295-7. Lewisham High St., S.E.13. Lee Green 1051. TR2 1954, overdrive, wire wheels: £550; terms, ex-change.—Dial Motors, 318, Shalesmoor, 19151

TR2. 1955, low mileage, heater, new hood, hard-top available, in perfect order throughout:

Fig. 2 top available, in period to the Brimingham, Fig. 5. Tel. Midland 3355, Tel. Midland 3355, Tel. Midland 3355, Tel. Midland 3355, Tel. Midland 355, Tel

AZ MOTORS ofter 1951 Mayflower drop head coupe, radio heater one owner unusually pere model: snip. £365! Also 1951 Renown razor-edge c 2865:—Palmerston Rd., N.W 6, Mai 4725 [CiOi]

TR3 1956 wire wheels, heater, occasionals, ur-crashed, unraced, taxed and guaranteed, £615; terms, exchanges.—Rudds, Triumph Agency, 41, High St. Worthing 7775-4.

A UTOMOBILIA Ltd.-1956 TR2 super sports 2-seater, black, red trim, radio heater, twin Mar-chals, low mileage, excellent condition: £645—Plough Corner Garage, Byflect 22.

TRIUMPH

TRIUMPH
1955 Triumph TR2 sports, red/beige hide, heater,
wing mirrors and new tyres, immaculate;
£575—Central Newbury Motors, Ltd. Tel. Newbury
[CI157]

1958 (May) TR3 fixed head coupe, blue/black hide, the cverdrive, heater, etc., 2,000 miles, immucu-late: £995.—Central Newbury Motors, Ltd., Tel. New-

1938 Triumph Dolomite 1½-litre drop head four-ber: £145; exchances, terms.—Bray Motors, 1861-182, west End Lane, N.W. 6. Hamphesed 6480. [Cili57.1]

2375.—Triumph Roadster 2000, 1938. [Cili57.1]

2375.—Triumph Roadster 2000, 1938. [Cili58.]

2375.—Triumph TR2 of RAC (Canno Wellow)

2375.—Triumph TR2 hard top, colour green, 1938. [Cili58.]

2375.—Triumph TR2 hard top, colour green, 1938. [Cili58.]

Catasileid, Farcham, Hants.

1955 (Aug.) Triumph TR2 hard top, colour green,
Michelin X tyres, mileage 24,000, excellent condition:

£625.—Lankaster Engineering Co., Ltd., 29-43,
Eden

19443

St. Kingston 5151.

[9445]
1954
Triumph TR2 ivory, red leather, heater, tonneau cover, Michelin X tyres, screen clean, wing mirrors, immaculate condition throughout, low mileage; £545.—Clubman Autos, Ltd., 156-142. High St., Tooting, S. W.17. Balham 3444. [C7161]
645 gns.—Triumph TR3 1956 super sports 2-seater, seater, seater white, twir passifights, badge bar, wing mirrors, one owner, excellent condition, written guiranteer, choice of 2: terms, exchanges; list, open guiranteer, choice of 2: terms, exchanges; list, open stead (Hampstead Tube). Hampstead 6041. [C4018]

Triumph Cars Wanted

ROWLAND SMITH S, the Triumph buyers; highest cash prices.—Hampstead High St., NW.3. Ham.

ROADSTER wanted alternative convertible con-gidered.—45. Shirehall Park, N.W.4. Hendon 7755.

TR2. red. immaculate. low mileage, never or railled. Murdoch, Chacewater, Trus 19511

RENOWN 1955, overdrive, radio, heater, in late condition essential.—Hilperton Grange, bridge, Wiltshire.

Triumph spares and Service

TRUMPH spares for all post-war models: largest or overland, state of the spares for all post-war models; largest or overland spares for all post-war models; largest or overland spares for all post-war models; largest or overland stockies - Hollingdrake Automobile Co., i.t.d., Stockport | fer 44441 and Prince's Drive, Colwyn bas (Tel 5322)

J. DAVY, Ltd. offer:-

1958 (March) Morris Calthorpe Cruiser, 4.500 miles, water and draining tank with pumpseas cooker and cylinder, excellent condition, comprehensive guarantee, £775. High St. W.S. Wes. 7181. 180–184. Kensington Rd. S.W.3. Kni. 4215, 65. North Row, Park Lane, W.I. Hyde 2311. Arlington St., Piccadilly, S.W.1. Ryde 3211. [C1069]

ROWLAND SMITH'S for utilities.

445 gns.—Morris Minor, Oct. 1955, de luxe Traveller, grey, red leather, heater, one owner.

395 gns.—Hillman Husky, 1955, Golden Sand, red interior, wins ndirrors, unmarked, 1954, 4-door 6-seater estate car, leather, heater, exception of the state of the stat

WARWICK WRIGHT, Ltd. offer:-

1958 Humber Hawk Serles 1 (overdrive) estate 5.000 miles: £1.450 to the first first

miles: £665 Hilman Husky double duty blue and grey, 1956 Hilman Husky double duty blue and grey, 1956 Hilman Husky double duty blue and grey, 1958 Singer Gazelle water, 14,000 miles: £475.

Warwick WRIGHT Ltd., Lord's Court, St John's Wood Rd., London, N.W.E. Cunningham 6050.
C4045

PEDIGREE ESTATE CARS offer:-

Several American Ranchwagons

Morris Isis, Oxford and Minor Travellers.

Standard Vanguards and Companions, all years.

Borgward Isabella estate and diesel estate

Ford Consul, Zephyr and Zodiac, Abbott estates, *** Austin A40. Countryman aud A70.

Hillmans, Minx and Huskys, all years.

PEDIGREE ESTATE CARS have over 40 modern estates in stock; enguiries invited; open 9-7 p.m., saturday 9-5 p.m.—Tei Euston 7889 Call 540 Euston (C5938)

WARWICK WRIGHT, Ltd., offer:-

1954 (November) Austin A40 Countryman estate
WARWICK WRIGHT, Ltd., 395, Edgware Rd.,
N.W.2 Gladstone 0041. [Cd157

PROWN'S GARAGE (LOUGHTON), Ltd.

1958 Bedford Dormobile Utility, £385.—Brown's ton. Tel. Loughton), Ltd., High Rd., Loughton Cel., Loughton Cel., (C1034)

1958 (April) Ford 15cwt 12-seater coach, in red. 8,000 miles only, immaculate and as new. underscaled; written guarantee; £595.
1958 (September) Ford 15cwt 12-seater coach, in vory. 700 miles only, heater, immaculate and as new: £615; written guarantee.—Marsh Rd., Plinner, 9889.
HENLYS offer with 4 months' guarantee:—

1956 Morris Oxford Traveller, one owner, grey with 1955 red interior; £655. Standard Vanguard estate, green with red 1961 interior; £555. Euston Rd., NW1 (almost Poposite Euston Station), Euston 1966. [9414] 1957 Bedford Utilibrake, one owner; £455

JACQUIER, Ltd., 229, Hammersmith Rd., London, W 6. Tel. Riverside 6677-B. (C2043 Tel. Riverside 6677-8.

1956 Ford Squire, green, radio, heater, choice of two £525.—Campbell Symonds. Wembley [Cl057]

1957 (Oct.) Austin 152 Omnicoach 15-seater, in two tone grey, genuine mileage 5,000, as

GEE CARS, Ltd., 169, Fulham Rd., S.W.3. Knights-bridge 4733 or Macaulay 3563. (T9126 BEDFORD 1958 de luxe 12-seater utility, one owner extras, unmarked; £515; guarantee! Terms, exchange —Gul, 1350.

1954 Standard Vanguard estate car, grey, red interior, heater, exceptionally nice condition,

1954 interior, heater, exceptionally take two owners only: £425.

B&H MOTORS, 1464-8, High Rd., Whetstone B&H (Finchley), N.20. Hillside 6671. [C1020 1957 new; £895.—Saul & Slatter, Ltd., 44, Alderman's Hill, Palmers Green, N.15 Fox Lane 1086. [C4002 1958]

1953 (Dec.) Mark VII Commer estate car cream pale green, excellent condition: £385.—Stock-dale. Mantle St., Wellington Somerset, Wellington

UNREGISTERED Austin A55 Kenex Countryman, green green, mileage 600, used for demonstrations only, available £100 under list price—Fairhead & Sawyer, Woodbridge, Suffolk, Tel. 937

1956 A30 Countryman type estate car, olivery state car, olivery state

Z/03/2 MOTORS offer 1956 Commer utility, 15,000 [1894]

2 MOTORS offer 1956 Commer utility, 15,000 [1894]

radio, heater, 2381 154 AC out.

£2751 1952 Oxford 8-str. fitted cupboards, £2751 1952

Vanusard utility, £252 1948 ditto, reconditioned engine, £2501 [1951 A40 utility, £2525]—Palmerston Rd. N.W.6.

Mai. 4723

Mai. 4723.

XX 1957 (October) Bedford Martin Martin

G&M ALFREDS (1936). Ltd.—1955 Morris and control of the control of

St. W.I. Euston 5268.

St. W.I. Euston 5268.

ESTATE CARS, utility expecialists; best buyers of cars.—Prospect 7649.

GOALD ROWLAND SMITH'S, the Utility car buyers, highest cash prices.—Hampstead High St., N.W.S. Ham.

6941 [Wa018.7]

M NOR Travellers, Hillman and Vanguard esiate cas, A50, A4c and A70 Countryman, and shorting brake regular of the Countryman and shorting brake regular of the Children Countryman estate cars and shorting brakes of the Children Countryman estate cars and shorting brakes of the Machael Countryman estate cars and shorting brakes of the Children Countryman estate cars and shorting brakes of the Children Countryman estate cars and shorting brakes of the Children Countryman estate cars and shorting brakes of the Children Countryman estate cars and shorting brakes of the Children Country and the Children Children

OSCAR MOORE offer:

£615.—1957 Victor, green, one owner, heater, spot-lamps, 14,000 miles, not a scratch on it, terms and exchange.—204, Ballards Lane, Finchley, N.3. Finchley 2920. KJ MOTORS, Ltd., offer:-

1958 series Victor Super, in beige, fitted heater, 4,000 miles only; £695.

KJ MOTORS, I.d., Widmore Rd., Bromley, Ravenbourne 3436.

R. C. WIMBUSH, Ltd., offer: 1957 (September) Vauxhall Victor super saloan.

smoke grey with blue upholstery. 16.000
miles one owner: £595.—312. Earl's Court Rd. London.

S.W.S. Fremantle 8401-2-3.

DIXON'S GARAGE (PUTNEY), Ltd., offer:—

1957 Vauxhall Victor Super, 7,000 miles, fitted heater, radio, one very careful owner, as new; £685.—134. West Hill 8 W 15 Putney 0396. [C1073 1958 Victor (June), laurel green, taxed, low mile-age, one owner: £650.—Manley Motors, 152 South Ealing Rd. Ealing 5341.

VAUXHALL VICTOR

1957 Supe £665. \$tand 273. Lond 1957 £665.

1957 standard, grey, heater, covers, quality tested guarantee; £640.—E. J. Baker & Co., Ltd., 19215.

1957 Vauxhall Victor, one owner, heater, 7,000 miles only, superb condition; £675.—Below, Vauxhall victor, heater and extras, one owner; £655.—Relow, 1957 owner; £655.—Robbins, £ast Putney, 1958.

1957 Victor saloon, one owner, 5,000, as new! Gul. 1850. ((late) Victor Super saloon, low mileage, ex-1958 (ras. taxed, choice of colours, written guar-antee, any trial; from £698.

BENHILL MOTORS, High St., Sutton. Surrey, Vigilant 9192. (CII40

1957 Victor, one owner, heater radio, grey with black interior; £625.—Campbell Symonds, [C1037]

£599 '!!-1957 Victor de luxe saloon, 19,000 miles, one owner, also a Super model in as new condition.

AMBS OF WOOD GREEN, (Established 1897): 100
cers; 5 months' written guarantee; exchanges; hire
purchase.—421-423 High Road, Finchley Finchley
5222.

purchase.—421.425 High Road. Finchley Finchley 5222.

1958 (May) Victor Super, heater, one owner, 1958 (May) Victor Super, heater, one owner, 1958 (May) Victor Super, heater, one owner, 1958 (May) Victor Super, Bitter heater, one owner, 1958 (May) Super, Bitter heater, one owner, 1958 (May) Super, Bitter heater, one owner, 1958 (April) Vauxhall Victor Super, radio heater, Jackson, 29, Victoria Rd. W.S. West 8835. [C2036 600] (May) Vauxhall Victor Super, radio heater, Jackson, 29, Victoria Rd. W.S. West 8835. [C2036 600] (May) Vauxhall Victor Super, 1959 (May) Vauxhall Victor Super, 1958 (May) Vauxhall Victor Super, 1958 (May) Vauxhall Victor Super, 1958 (May) Vauxhall Victor Super, 1959 (May) Vauxhall Victor Super, 1950 (May) Vauxhall Victor Su

Overseas Motors, 160, Finchley Rd., N.W.3 Hampstead 1957. Vauxhall Victor, first registered September 1957 vauxhall Victor, first registered September 1957. Vauxhall Victor, first registered September 1957. Annthony R. Hill Ltd. Empress Archway Rd. Learnew Beds. Luton 51515. Cale 1958. Super saloon, 2-tone discs. wing mirrors, one careful owner, anall mileage, written guarantee; terms, exchanges; list: open 9-7 week-days and Saturdays—Roving Mannath, Hampstead (Rampstead Tube). Hampstead Gold. (C401s)

VAUXHALL WYVERN

Whetstone, N.20. Tel. Hillside 6821, offer:— 1956 (1957 model) Vauchall Wyvern, green, heater, excellent; £625; hire purchase facilities avail-

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621 (C3042 ERIC HAYES Ltd., offer:-

1954 Vauxhall Wyvern, colour grey, fitted heater, extremely good chassis: £445.—13. Bishop's Fidge Rd., W.2. Ambassador 8266. KJ MOTORS, Ltd., offer:-

1957 series Wyvern, finished in grey and fitted with heater, one owner; £595.
1956 Wyvern, finished in green and white and fitted with heater, one owner; £550.
KJ MOTORS, Ltd., Widmore Rd., Bromley. Rayensbourne 5456.
GUY SALMON AUTOMOBILES offer:—

1956 Wyvern, very low mileage, one owner: £565.
Castle Street Motors. 5. St. John's Rd., Hove

70556, Vauxhall Wyvern saloon, one owner, blue interlor; £595.—Windovers, Ltd., The Hyde, Hendon. Colindale 4031.

1955 Vauxhall Wyvern, blue heater, one owner, 5055.—Western Motor Works (Chilschurst).

Footscray 1122. [Cul27]

1955 Vauxhall Wyvern saloon heater, sood constant of the colon of the colon

1955 Vauxhall W. (C2026)
Lane N W. 2455- John Gray & (C2026)
Lane N W. Says Severell 2422

£569 in John W. Warshall Wyvern de luxe saloon.
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£569 in John W. Warshall W. War

1957 Wyvern saloon, heater, low mileage, teed: £585; terms exchanges.—Pain Russell Garden Mews, Kensington, W.14. Park

1956 (July) Wyvern with heater, radio and loose covers, 22,000 miles, one owner, perfect ear, 6375.—Morley, 76, Cambridge Rd., Kingston, King-(530)6

VAUXHALL WYVERN

1950 Wyvern, grey, heater, taxed year, immaculate condition; very desirable car at £325.

-Kenton Central Garage Ltd., 381, Kenton Rd., Middx, Tel. Wordsworth 0251. [9564]

VAUXHALL VELOX

1954 (Peb.) Vauxhall Velox saloon, grey, red interior, many extras, taxed year, in superu W. J. BROWN, Ltd., 339, Finchley Rd. N.W.3. [C1025] J. DAVY, Ltd., offer:—

1956 Vauxhall Velox, many extras include radio, heater, underseal one owner, very fine example; £565.
1950 Vauxhall Velox, heater, screen washers replacement engine, 4,000 miles; £285, 7181.
180-164, Kensinston High St., W.8. Wes, 7181.
North Row, Park Lane, W.1. Hyde 2511 Arington St., Piccadilly, S.W.1. Hyde 514 (C1069)

V. W. Wilkin, Ltd., offer:—

1953 Vauxhall Velox, one owner, taxed, excellent condition; £425, 1956 Vauxhall Velox, silver straw, immaculate condition; £595, 1,100 miles only; £925.—Lion Gate, Hampton Court. Molesey 6100.

1955 Vauxhall Velox; £495.—Herd's Garage & (C2152 Garage, Ashford, Midday 2084.

1955 Saloon, immaculate inside and out, heater, sopoilamps, town and country's, guaranteed; £555; terms, exchange.—Gul. 1550.

1955 Vauxhall Velox, very apod condition, £325.—

1955 Vauxhall Velox, very good condition, £525 — Karange Vauxhall Velo

1956 Vauxhall Velox, heater unmarked parameter and interior, a specimen car; £555.—Kirkdale Cars, Kirkdale, Sydenham, S.c. 25. Sydenham 6129

1956 Vauxhall Velox, 18,000 miles, one owner Pulham Rd., South Kensington, S.W.5 Kensington

Filliam Rd., South Kensington, Sw 5 Kensington 4858-9. (C4028 525 grs. - Vauxhall Velox 1955 saloon, pewter grey, 1636-9. (C4028 525 grs. - Vauxhall Velox 1955 saloon, pewter grey, 1656 grs. - Vauxhall Velox 1955 saloon, pewter grey, 1656 grs. - Vauxhall Velox 1955 velox, maroon, heafer, 42,000 miles, one owner, recent complete mechanical overheul, fastidiously maintained, definitely perfect and immaculate, £490, h.p. possible, private zale.—Mr. Boreham, fastidiously maintained, definitely perfect and immaculate, £490, h.p. possible, private zale.—Mr. Boreham, 62, b.p. possible, private zale.—Mr. Boreham, 55 blue, heater, one owner, 5.000 miles, nunt be old; this car is absolutely unblemished; best offer over £800; terms possible; older car and cash considered.—21, Drummond Drive, Stammore, Middlesex, Grimsdyke 1745, evenings.

Grimsdyke 1745, evenings.

Grimsdyke 1745, evenings.

The state of the decision of the state of the s

VAUXHALL Velox Nov. 1955, in green with two tons green upholstery; fitted with heater, reverse light, map light, screenwash, etc., low mileage, only orchange of owner, a truly spotless car; £445.—Hillwood Motors, Vauxhall dealers, Wattord Way, London, N. W. 7. Mill Hill 4252. Open till 8 p.m.

GUY SALMON AUTOMOBILES OFFE

GUY SALMON AUTOMOBILES one:—

1956 (September) Vaushall Cresta saloon, this car and has only done 16,000 miles in the bands of one meticulous owner, originally supplied by us; £695, 1955 white wall tyres and rim embellishers, one Emberbroad, 5551 September 1856, 551 (Automoth Rd., Thames Ditton, HENLYS offer with 4 months' guarantee:—

[C4901]

1956 Vauxhall Cresta saloon, silvery grey with HeNLYS, Ltd., Parkway, Regent's Park, N.W.1. Guiliver 5721.

DIXON'S GARAGE (PUTNEY), Ltd., offer;—

1956 Vauxhall Cresta, one owner, silver strices of really excellent condition, carefully use 595.—134, West Hill, S.W.15, Putney 0396. [Cli 1955 grey, one careful owner, 21,175 miles; £545.— Campbell Symonds, Wembley 6262. [Cl057]

1957 saloon, blue, many extras, one owner, quality rested, guarantee; £765.
1956 saloon, black, many extras, quality tested guarantee; £505.—£ J. Baker & Co., Ltd., 275. London Rd., Staines 4211.

1956 Vauxhall Cresta; £610.—Farnham Motor Ca., Ltd., Downing St., Farnham, Tel. 4873-4, [C2110] 1958 Vauxhall Cresta April, mountain rose and grey, 2,200 miles; £960.—Evans' Cales, Newtown. Tel. 203.

1955 (Nov. 1954) Vauxhall Cresta, duo marcon/grey, one owner, 22,000, radio, heater, etc.; THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond 6441.

1957 model Vauxhall Cresta saloon, black with the light, model vauxhall Cresta saloon, black with the light, many saloon, Colindale 4031.

1955 model Vauxhall Cresta, heater, many extras; 2475; terms, exchanges; 3 months' guaran-

PREMIER MOTORS, 295-7, Lewisham High St., C5063 1955 Cresta, black, flited radio, taxed year; £485.

Speedwell 1242.

C2024

1955 (May) Vauxhall Cresta, 20,000 miles, ex local doct £525 o.n.o., terms,—747, Dunstable

1956 (Nov.) Vauxhall Cresta, cream, genuine us; 6 months' guarantee; £645.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.

Shownedder 18, Berkeley St., London. W.I. Mayfair 6266.

SERVICE & Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010 1956 [July] Vauxhail Cresta saloon. green/duo tone, green leather, radio, beater and all usual extras, one owner, taxed year, moderate mileage. immaculate and guaranteed; £600.

A LTWOOD GARAGE, Altwood Rd., Maldenhead. Tel. Littlewick Green 70; evenings and weekends Littlewick Green 5076. [C1107]

wick Green 3076.

Vauxhali Cresta Cars Wanted

LMOST new Cresta required immediately.—Morley.

76, Cambridge Rd., Kingston. Kingston 8883.

(W3016

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls, IT is important that the car you purchase is in SELECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4528.

112 and 114, Wardour St., W.1. Gerrard 4543,

A ND Western Ave., W.3. Acorn 4641. [0117/R "A UTORAMA" for Vauxhalls; consult us for genuine used car value (GRAHAM BROS. (MOTORS), Ltd., The Autorama, G799-835. Chester Rd., Stretford. (Trafford 5311.) (10285); R

SHAW & KILBURN. Vauxhall main dealers WILL purchase modern Vauxhall cars.

-6. Berkeley Sq., W.1. Grosvenor 4528.

AND Western Ave., W.3 Acorn 4641.

ROWLAND SMITH'S, the Vauxhall buyers; highest cash prices.—Hampstead High St., N.W.3. Ham, [W4018/R VAUXHALL cars, post-war models, urgently required.—Golly's Garages, Ltd., Earls Court Rd., S.W.5, Fremantle 6373.

WELHAMS. Surbiton Hill Rd., Surbiton, Eimbrid 1973. buy and sell pre-1915 care 1904 forrard Basket Forcar, entered Bright or Man. 9152. rbiton, Elmbridge (C4070

or Man. 9132.

1913 Renault twin 9hp 2-seater with dicky, completely restored to original condition, repainted, re-upholstered, new hood, new tyres, a recollectors piece, complete with all accessories and lamps; £300.—G. Fussey, Cottingham, E. Yorks. Tel. 47226.

VINTAGE CARS

19309

£165.—1930 Pierce Arrow limousine, an extremely rare vintage car; fitted gun holsters.

£165.—1930 Pierce Arrow limousine, an extremely rare vintage car; fitted gun holsters.

£165.—1939 Rolls-Royce 20 saloon, radio, engine, recently rebuilt.

£145.—1929 Humber 9/28, yellow and black.

£110 -1928 Bullnose Morris, exceptional condition, new hood, tyres, etc., converted to coil and £250 a successful competition car. £65—1929 Cadillac V8 limousine, black.

£65 CHEQUERS SPEED SHOP, Portsmeuth Rd., Camberley, Surrey, Camberley 1033, [9269]

CASS'S MOTOR MART.—1922 Rolls-Royce Silver Ghost 4-door sports saloon with boot, blue.—5, Warren St., W.I. Euston 4110.

VOLKSWAGEN

1953 fixed head de luxe. 1.131cc engine. 31.003 miles, one owner, beautifully maintained;

1954 fixed head de luxe, 1,131cc, blue, in excellent condition throughout; £435.

1958 discrebus, fitted with caravan conversion including cooker, wash basins, etc., 18,000

1750 cluding cooker, wash basins, etc., 18,000 miles: £635.

1956 model (Sept. 1955) de luxe saloon, fixed head, black, a beautifully maintained car in excellent condition; £585.

1956 model (November 1955) de luxe saloon, fixed head, jungle green, nominal mileser; £575, fixed head, jungle green, nominal mileser, £695, fixed head, jungle green, nominal mileser, £695, model (October 25) studiard sa.oun. £7,000 miles; £485, fixed with European cara-topo miles, cost over £900; £795, fixed prom new, £700 miles, cost over £900; £795, fixed prom new, £700 miles, cost over £900; £795, fixed prom new, £700 miles, £485, £1dd. 129, Old Brompton Rd., £701 miles. DICKS.

1951 (registered) Volkswagen saloon, in excellent condition; £350.

Dicks CAR SALES, Ltd., Exeter Rd. Kilburn, N.W.6. Tel. Gladstone 7175.

ELM AUTOSALES (Volkswagen Area Dealers) offer:—

1958 Series Volkswagen de luxe, Capri blue, 13,000 miles, host of extras, unmarked throughout; 66-68, Hartfield Rd., Wimbledon, S.W.19. Sales
V/W Service Department, Elm Garage, S.W.19.
UM: Martin Agro. 0472. DONALD VINCE.

OFFER the following de luxe saloons.

1955 light bronze; £520.

1955 black; £535. 1956 diamond grey; £595.

1958 (Dec. '57) Capri blue; £695. DONALD VINCE & CO., Ltd., 160, London Rd., Crev-don. Tel 1147-8.

DUNCAN HAMILTON & Co. offer:—

DONALD VINCE & CO., Ltd., 180, London Rd., 1921

DUNCAN HAMILTON & Co. offer:—

1955 de luxe saloon, strato silver, fitted racho condition throughout, £495.

PEN all day Exturday.—35, High Rd., Byfleet, Cloud.

V&F MONACO MOTORS, the Volkswagen special-list.

1818 (June) Lisburn caravette Mark II. refrigerator and water tank fitted, 4,000 miles only; £400.

V&F -1958 (June) Lisburn caravette Mark II. refrigerator and water tank fitted, 4,000 miles only; £400.

V&F -1957 Microbus de luxe sun roof 8/9-seater, nominal mileage, cost new £1,375, £995.

V&F -1955 d. luxe saloon, Folar silver, moderate 2,495.

V&F -1955 d. saloon, bronze, moderate mileage; £495.

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and Pages 320 - 321

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[M4119]

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(See also page 504)

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L ONDON, Tottenh N.S.-Lyne, Prank & Wagstaff, Ltd., 163

LONDON N.9 -Grove Garage & Motors, 293-7, Pore St Edmonton 6050 & 4162. Retail dealers. L ONDON. N 15 - Richard France, Ltd., 254, High Rd. Tel Tottenham 0353 Austin retail dealers.

L ONDON, N.16.—Hunter Motors, Ltd., 85-87, Stoke Newington Rd Clissold 0031/5 Retail dealers. ONDON N.21. Winchmore Hill Carage, Ltd. 804 A. Green Lanes Winchmore Hill Laburnus 6652/4 Retail dealers

ONDON, E.1. – Zeenth Motor & Engineering Works Ltd 585-593 Commercial Rd. Stepney Green 1851 (20 lines) Retail dealers.

LONDON, E.5 - Five Star Garages, Ltd., 127/131 Bow Rd Advance 5805. Retail dealers. LONDON, F.6.—Norman Thomson (Metors), Ltd. 255 7. Barking Rd East Ham. Grangewood 2953

LONDON E.7.-Young's of Forest Cate, Ltd., 607 Romford Rd., Forest Cate, Grangewood 0027/9

LONDON, E 11 -Godfreys, Ltd., Bushwood Corner Leyton tone Wanstead 2455 Retail dealers. LONDON, E.12.—Youngs of Porest Oate, Ltd., 654. Romford Rd Ilford 5710. Main agents.

LONDON, E.C.2.—Pau Street Garage, Ltd., 20, Paul St. Bishopsgate 6781/2/3/4. Retail dealers LONDON, S.E. I. --Hotchkiss Garages, 450, Old Kent Rd Tel Ber 1577/8. Main dealers.

LONDON S.E.12 -Bellamy's (London), Ltd., 2, Burn' Ash Hill Lee, Lee Green 4821/2. Retail

LONDON, SE 14 -- M B. Motors, 534-336, New Cross

ONDON, S.E.15.—Freeman Motors, Ltd., 33, Cope-land Rd. New Cross 53.12 Retail dealers. ONDON, S.E.20.—L. P. Ward (Aneriey), Ltd., 97, Amer.ey itd., Penge, Sydenham 3155. Retail

LONDON, S.E.20.—Harold G. Cole & Co., Ltd., An-caster Garage, Croydon Rd., Penge, Sydenham

LONDON S.E.23.—Hartley's Garage, Ltd., 165-171. Stanstead Rd Tel Forest Hill 2244 L ONDON S.E.23 -Seager & Co., 175, Perry Vale Forest Hill 1:38 Retail dealers.

L ONDON S E 24 —George Osborne, Ltd., Herne Hill Ed Tel Brixton 1037/8/9.

LONDON, S.E.25. Lendon Br.s., Ltd., 92-100, White house Lane, South Norwood, Livingstone 2224 Retail stocking dealers

L ONDON, S.E. 26 -Hillier Motors, Ltd., 144-156.
Dartmouth Rd Forest Hill 9351/2 & 2432 Retail

L ONDON, S W 1.-C. O. Norman (Victoria), Ltd.

LONDON, S.W 2 - Prynn & Stevens, Ltd., 57, Acre Lane, Tel Brixton 1155, Distributors, L ONDON, S W.2 - Wilson's Automobiles & Coach-works, Ltd. 36-38, Acre Lane, Brixton 4011 Re-tail dealers.

L ONDON, S.W.2.—Rose & Young, Ltd., 65-69, Stern-hild *ve. Streatham Hill. Tulse Hill 6464 & 8182 Retail dealers

LONDON, S.W 3.—Tankard & Smith (Chelsea), Ltd 194-198 King's Rd Flaxman 4801 (5 lines). Re-

LONDON, S.W.S.-R C. Wimbush, Ltd., 312, Earls Court Rd Tel Fremantle 8401.

L ONDON, S W 6 - Tanner Bros Motors, Ltd. (Est. 1918) 871-5 Pulham Rd. Renown 4494/6. Retail

LONDON S W 7 -Brew Brothers, Ltd., 133, Old Brompton Rd., S Kensington Fre. 3333, Retail

L ONDON S W 7.-Le Grice Elers, Ltd 107-109, Old Brompton Rd South Rengington Ken 2477 L ONDON, S W 7 - Rawlings Bros., Ltd., 87, Cromwell Rd Tel Fre 8161 (10 lines).

LONDON, S.W.S.-F. J. Keen & Son. Ltd., Queens Circus, Battersea Macaulay 3373. Retail dealers. LONDON, SW 8 -M T. Lane Autos, 98-100, South L ONDON, S.W. 11.—Red Ric's Automobiles, Ltd., 5b.
Battersea Bridge Rd., Battersea 6171. Retail

L ONDON, S.W.12.—H.W.H. Engineering Co., Ltd. Beecholme Garage, 59, Nightingale Lane. Bat

LONDON, S.W.15 —Hungerford Motors, Ltd., 201 203, Upper Richmond Rd. Putney 0222 & 3360 Retail dealers

LONDON S.W.15.-X.L. Service Station, Kingston Va.e. Tel Kingston 8333. Retail dealers.

LONDON, S.W.15.—Ward & Co. (Putney), Ltd., 72. West Hill Vandyke 1077. Retail dealers.

LONDON. S. W.16.—Bertram Cowen, Ltd., 1-3, Her-mitage Lane, Streatham, Pollards 2100, Retail

L ONDON, 8.W.16.—Streatham Motor Garage & Elec-trical Eng.neering Co., Ltd., 43-45, Mitcham Lane Streatham 2014 Retail dealers.

LONDON, S.W.17,—Barkers Motors (London), 1td 209, Balham High Rd. Balham 6666, Retail

L ONDON, S. W.17. -Burt's Garage, 60-60a, Trinity Rd. Tel. Balham 8155/4, Austin agents. LONDON, S.W.17.—Blue Star Garages, Ltd., 666, Garratt Lane, Tooting, Wimbledon 3031/2/3 Re-

AUSTIN—Continued S.W 18.—Trinity Cars. Li andsworth Common. Vandyi ONDON. Cara. Ltd., 24, North

LONDON. 8. W.19.—Iver Hill, Ltd., 413. Durnsford

LONDON, S.W. 19.—Wimbledon Motors Works, Ltd. 29. High St., Wimbledon Common. Wimbledon Distributors.

LOUTH, (Lines).-O. Harniess. Louth Motor Garage Queen St. Place. Tel 341. Retail dealers. MANCHESTER, 3.—Green & Zonia, Ltd., 346-252 MARKET HARBOROJGH. -The Regent Autoca MERE (Wiltshire).-P J. Chaike, Talbot Garage Tel Mere 244 & 383. Austin retail dealers.

NEEDHAM MARKET (Suffile). - D Kerridge. Tel Needham Market 222.5 Austin retail dealers. NEW MALDEN (Surrey).-Paddy's Garage, 59 Ringston Rd Tel, Malden 1539, Retail dealers NEWTON ABBOT (Devon).—A. C. Buipin & Son Ltd. Newton Abbot 575. Austin distributors

PALMERS GREEN N.13.—Saul & Slatter, Ltd., Alder-mans Hill Fox Lane 1066. Main dealers. PETWORTH (Sussex).—Harwoods Garage (Petworth) Ltd., The Square, Tel. Petworth 2,32/3, Retail

Pinner (Middx).—Greenhill Motor Co. Ltd., Marsh Rd Pinner 9838 Austin distributors. Pinner (Middx).—Pinner Motor Co. Tel. Pinner 456 & 4522. Austin retail dealers.

PLYMOUTH.—Olfords Garage, 87, Crownhill Rd., Crownhill. Plymouth 72345 (2 lines). Austin

PONDERS END (Middy).-Walters (Motors), Ltd., 356-360, High St., Howard 1646 & 1931, Main

POOLE (Dorset).—Harveys Central Garage, Blan ford Rd., Hamworthy, Tel. Poole 1308. Stockis PUTNEY, S.W.15,-Robbins of Putney, Ltd., 96 & 98, Upper Richmond Rd Putney 7881/5.

RINGWOOD.—The Ringwood Motor Works (White Bros.), 28-30, Southampton Rd. Tel. 20, Retail

R OMFORD (Essex).-Romford Motor Co., Ltd., 181 South St., Romford 61200. Austin retail dealers ROPLEY (Hants).-Ropley Motor & Engineering Works Tel. 2107. Retail dealers.

R USTINGTON (Sussex).-R. Hardy & Son (Rustington), Ltd., Sea Lane, Rustington 247, Retail

SAFFRON WALDEN (Essex).—Raynham & Co., Ltd. The Motor House Tel. Saffron Walden 2534. SALISBURY.—W. Goddard & Co., Ltd. 41-45. Win-chester St. Tel. 24.42.

SEVENOAKS (Kent).—Waite Brothers (Otford). Ltd., Castle Garage, Otford. Otford 636/7. Retail

SIDMOUTH (Devon).—The Woolbrook Garage, Sidmouth. Tel. Sidmouth 131 Austin retail dealers SLOUGH.-W J. Sands & Sons (Slough), Ltd., The Austin People. Tel 24001 Area dealers. SOUTHAMPTON. - Fairway Motors, Ltd. 151/9, Bit-

SOUTHAMPTON.—Rainsley & Wells, Ltd., St Denis ST ALBANS,-W M Couper, Ltd Catherine St. Tel. St. Albans 54343. Retail dealers.

ST. ALBANS (Herts).—St. Albans Motor Co., I London Rd. Tel 57406 & 58226 Retail dealers STANFORD-LE-HOPE 'Essex).—Home County Motors Tel Stanford-le-Hope 2154 Austin dealers.

SWANAGE (Dorset).—Barratts of Swanage, Ltd., Station Garage. Tel. Swanage 2241/2, Retail

SWINDON (Wilts).—Steels (Swindon), Ltd., Drove Rd. Tel. Swindon 4035, Austin distributors. TADWORTH (Surrey). - Prench & Foxwell, Ltd. Tel. Burgh Heath 66. Dealers.

TEDDINGTON (Middx), -Guy Salmon (Teddington). Ltd., 29-51, High St. Tel. Kingston 1193. THAME (Oxon).-Haynes Motors, 102 High St. Tel

TENTERDEN (Kent).—Jarvis Bros., Engineers. Tel. Tenterden 69. Austin retail dealers. TOLWORTH (Surrey).—Blue Star Garage, The Broadway. Tel. 0048. Austin stockists

TURQUAY.—Castle Garage, Ltd., Lymington Rd. Tel Torquay 4080 Austin retail dealers TORQUAY (Devon).-Lisburne Garage, Babbacombe

TOTTENHAM. N.17 - Bruce Garages, Ltd., 127, Lord-ship Lane. Fel. Tottenham 9291/2. Retail dealers. TOTTENHAM, N.17.—Hale Motors (Tottenham), Ltd.,

TRURO (Cornwall).—S. D. Guttridge, Ltd., Bridge Garage, Probus, Tel. Tresillian 218, Retail dealers TUNBRIDGE WELLS.—A. A. Cundell, Ltd., Calverley Garage, Crescent Rd. Tel. 789.

TUNBRIDGE WELLS.-E. O. Miles & Son. Grove Garage, Mount Sion, Tunbridge Wells 331. Re-

TUNBRIDGE WELLS.—Wards Service Garage, Ltd., 319-323, St Jonns Rd. Southborough 1000. Main

TUNBRIDGE WELLS.—G. E. Tunbridge, Ltd., Vale Rd. Tel. Tunbridge Wells 3416. Main dealers. TWICKENHAM.—Spikins (Twickenham), Ltd., Heath Rd. Tel. Popesgrove 1035/6/7/8. Austin main

VIRGINIA WATER (Surrey) .- Gavin Pairfax, Ltd.,

WADHURST (Sussex).—Pritchards Service Garage (Burgates Wadhurst), Ltd. Tel. Wadhurst 396/7. WALLINGTON (Surrey) .- Jack Rose, Ltd., Stafford Rd Tel 6677/8

WALTON-ON-THAMES.—Walton Car Sales, Ltd., Grove Filling Station, 98, Terrace Rd. Tel. 759 & 6094 Retail dealers.

WEALDSTONE (Middx).—G. & C. Motor Garages, Ltd., Canning Rd Harrow 5452/3, Retail WELLING (Kent).-A. Francis, 178, Park View Rd. Tel Bezieyheath 4398. Retail dealers.

WEMBLEY.—Sudbury Court Motors, Ltd., 979, Harrow Rd., Sudbury. Arnold 2343 & 1097.

WESTCLIFF-ON-SEA (Essex).—Chaikweil Motor Co., Ltd. 684-6 London Rd. Leigh-on-Sea 78247.

WESTCLIFF-ON-SEA (Essex).—Southend Motor & Aero Co., Ltd 648-656, London Rd. Southend 54222. Main dealers

WESTON-SUPER-MARE.—Shrubbery Garages, 55, 57 & 64. Upper Church Rd. Tel. 1080. Retail

WEYBRIDGE (Surrey).—Weybridge Automobiles (Distributors), Ltd., Queen's Rd. Tel. 2235 (5 WIMBLEDON & W.19.—Jarvis & Sons, Ltd., Morris House Morden Rd. Liberty 8221/8. Retail

WOKING (Surrey).-L. F. Dove, Ltd., Guildford Rd. Tel Woking 1282. Retail dealers. WOLVERTON (Bucks).-W. G. Sellick & Son, New-port Rd. New Bradweil Wolverton 3117. Re-

WOOTTON BASSETT (Wilts).-Strange's Central

BECKENHAM (Kent).—Saunders Abbott. Ltd., 1 Wickham Rd. Tel. Beckenham 7276. Retall

BROMLEY (Kent).—Johnson & Brown, 268-270, High St. Tel. Ravensbourne 8841/2. Retail dealers. EAST HAM, E.6.—Traynor Motors, Ltd., 133-135, High Street South. Grangewood 2530/5834. Retail

ENFIELD (Middx).—Richard France, Ltd., 63 & 69, Lancaster Rd. Enfield 6727 Retail dealers. FELTHAM (Middx). J. Gibbs, Ltd., Longbridge House, Bedfont, Tel. Peltham 6644, Distributors. LIVERPOOL.-Voss Motors, Ltd., Renshaw St. Tel. Royal 3683. Austin-Healey distributors.

ONDON, W.1.—Healey Car Sales, Ltd., 8 & 10, North Audley St. Mayfair 3507.

LONDON, S.W.2.—Wilson's Automobiles & Coachworks, Ltd., 36-38, Acre Lane. Brixton 4011.

LONDON, S.W.19.—Wimbledon Motors Works, Ltd., 29. High St., Wimbledon Common. Wimbledon 0123 Distributors. PONDERS END (Middx).-Walters (Motors), Ltd., 356-360, High St. Howard 1646 & 1931, Main

PUTNEY, 8 W.15.—Robbins of Putney, Ltd., 96 & 98, Upper Richmond Rd. Putney 7881/5.

WORTHING.-K. N. Rudd (Engineers), Ltd., 41. High St. Tel. 7773/4. Retail dealers.

NEW MALDEN (Surrey).—Beverley Motors, Coombe Rd Maiden 3232. Sole concessionaires special equipment for Renault.

BENTLEY LONDON, W.1.—Jack Barclay, Ltd., Berkeley Sq. Tel Mayfair 7444. Bentley retailers. LONDON, W.1.—H. A. Pox & Co., Ltd., 3-5, Burlington Gdns., Old Bond St. Regent 8822.

Officially appointed retailers.

L ONDON, S.W.7.—Harold Radford & Co., Ltd., Mel-ton Court South Kensington, Rensington 6642. MAYFAIR W.1.—Charles Pollett, Ltd., 18, Berkeley St. Mayfair 6266/7/8. Officially appointed

PIRBRIGHT (Surrey) .- Clarke's of Pirbright, Ltd., Guildford Rd. Brookwood 2201/2 Retail dealers. ST ALBANS.-W M. Couper, Ltd., Catherine 88. Tel. St. Albans 54343. Special retailers. ST. ANNES-ON-SEA (Lancs).—Kings Road Garage Co., Ltd., Kings Rd. Tel. St. Annes 670.

WEYBRIDGE (Surrey).—Weybridge Automobiles Ltd., Queen's Rd. Tel. 2233 (5 lines). Distribu-

BERKELEY BROMLEY (Kent).—Johnson & Brown, 268/270, High St. Tel. Ravensbourne 8841. Distributors. KING'S LYNN (Norfolk).—A. T. Johnson, Tottenhill. Tel Watlington 306. Main dealers.

L ONDON W.1.—Arneston of Albemarie St. Tel. Hyde LONDON, W.1.-M.P.H.W. Sales, Ltd., 23, Piccadilly.

L ONDON, W.11.-M.P.rl.W. Sales, Ltd., 186, Holland Park Ave. (By Shepherds Bush Green). Park

MIDDLESEX.—Pinner View Motors, Ltd., Pinner View, Harrow. Tel. Harrow 3510. Berkeley

WOKING.-M.P.H.W. Sales, Ltd., 67, Goldsworth Rd. Tel Woking 5231. Berkeley distributors.

B.M.W.

ISLEWORTH.—A.P.N. Ltd., Falcon Works, London Britain.

Britain.

SPECIALISTS FOR - NEW CARS. CARAVANS & COMMERCIAL

BOND MINICAR DARTFORD.-bernard T. J. Brent, Tel. Dartford 2372. HAMPSTEAD, N.W.3.—Rowland Smith (Motors), Ltd., Hampstead High St. Tel. 6041, Retail dealers.

L ONDON, W.1.—M.P.H.W. Bales, Ltd., 25, Piccadilly. Tel. Gerrard 6055. Distributors. LONDON, W.11.-M.P.H.W. Sales, Ltd., 186, Holland Park Ave. (By Shepherds Bush Green). Park 2410.

SITTINGBOURNE.-E. U. Pritchard, Ltd., Chalkwell Rd. Tel. Sittingbourne 885. Distributors. WOKING.-M.P.H.W. Sales, Ltd., 67, Goldsworth Rd. Tel Woking 5251. Distributors.

FOLKESTONE.—C. L. & H. L. Blundell, Ltd., Christ-church Rd. & Bouverie Rd. West. Folkestone 2726 & 569. Distributors.

GUILDFORD.—Coembs & Sons (Guildford), Ltd., Portsmouth Rd. Tel. 62807. ONDON, W.1.—Rodney Howard & Co., Ltd., 16, Aibemarie St. Hyde Park 7166, Sole London Dis-

L ONDON, 8.W.5.—Metcalfe & Mundy, Ltd., 280, Old Brompton Rd. Premantle 5471. Bole concession-SOUTHAMPTON.—Revis Car Sales, Ltd., 9-27, New Rd. Tel. 22334. Borgward distributors.

Wakefield 2193. Borgward distributors.

BRISTOL ESHER (Surrey).—Anthony Crook Motors, Ltd., High St. Tel. Esher 4580. Leading distributors. FAREHAM (Hants) .- Cedar Service Station, Ltd. Tel. 2277. Bristol distributors. WATFORD.-R. F. Fuggle, Ltd., Bushey Heath. Tel. Bushey Heath 1685. Bristol distributors.

CHEVROLET

L EICESTER.—C. A. Nelson, Ltd., Abbey Lane. Tel. 61241 & 61978. East Midlands distributors.

CHRYSLER LONDON, S.W.3.—Joe Thompson (Motors), Ltd., 91-95, Pulham Rd. Tel. Kensington 4858.

WEMBLEY (Middx).—Simpsons Motors (Wembley), Ltd., 345, High Rd. Wem. 3903, 8691 & 4422.

BATH.—Widcombe Garages, Ltd., Pulteney Rd. Tel. Bath 4865. Citroen distributors. CHELMSFORD.—Cambridge Motors, Springfield Rd.

CROYDON (Surrey).—Bale & Co., Ltd., 57-59, South End. Tel. Croydon 5131. DERBY.-W. Crass, Ltd., 43-49, Mansfield R4. Tel. Derby 44025. Citroen distributors.

IPSWICH.—McNamara Motors, Ltd., St. Helens St. Tel. 56363 (4 lines). Distributors. KINGSTON-UPON-THAMES.-T. W. Hollidge, Ltd., 46, London Rd. Tel. Kingston 6301/2/3. Citroen

L ONDON N.W.10.—Lex Garages, Ltd., Ace Corner North Circular Rd. Elgar 5585/9. Distributors L ONDON, W.11.—John S. Truscott, Ltd., 173, West-bourne Grove. Bayswater 4274. Retail dealers. LONDON, S.W.1.—C. O. Norman (Westminster), Ltd., 31, Vauxhall Bridge Rd. Victoria 2211. Distribu-

READING.—Caversham Motors (1920), Ltd., Church St., Caversham Tel. Reading 71545/6. Citroen

SOUTHAMPTON -Criterion Garages, Ltd., 69-70, 8t. Mary's Rd., Tel Southampton 22310 & 25124. Dis-

WALTON-ON-THAMES.—H.W. Motors. Ltd., Bridge Motor Works, New Zealand Ave. Tel. 2404.

WOLVERHAMPTON.-Penn Motor Services, Ltd.,

WORTHING.—Worthing Motors, Ltd., Broadwate CORONET

WELLINGTON (Somerset).—Clifford J. Jennings, Ltd., 25, High St. Tel. Weilington 2786. Main

BATH.—Steels (Bath), Ltd., Lower Bristol Rd. Tel. 61538. Daimler area dealers.

BOURNEMOUTH.-Spink (Bournemouth), Ltd., CROYDON.—Donald Vince & Co., Ltd., 158-162, London Rd. Croydon 1147/8. Retail dealers.

DORKING.—Dorking Motor Co., Ltd., Reigate Rd., Tel., Dorking 2256/8. Distributors. HAMPSTEAD, N.W.3 - Rowland Smith (Motors)

LEICESTER.-Mantle & Boarland, Ltd., 21, Chatham

L ONDON. W.I.—Stratatione Ltd., 40. Berkeley St. Tel. Mayfair 4404. Daimler distributors.

MAYPAIR, W.1.—Charles Follett, Ltd., 18. Berkeley St. Mayfair 6266/7/8. Retail dealers,

PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd., Pinner 9888. Daimler distributors. TUNBRIDGE WELLS.—Stevensons Motors, Ltd., 12. London Rd. Tunbridge Wells 3440. Daimler

WEYBRIDGE (Surrey), -- Weybridge Automobiles Ltd., Queen's Rd. Tel. 2235 (5 lines), Distribu-

YORK. Micklegate Motor Co., Ltd., Micklegate Bar,

DELLOW The Gordon Garage (Dulwich).
Dulwich Rd. New Cross 2456.

DE SOTO WEMBLEY (Middx).—Si wem. 3905, 8691 & 4422

D.K.W. A.F.N. Ltd., Fale w 0011. Sole conon Works, London

DODGE WEMBLEY (Middx).—Simpsons Motors (Wembley, Ltd., 345, High Rd. Wem, 3905, 8691 & 4422. London area distributors.

WALTON-ON-THAMES.—H.W. Motors, Ltd., Bridge Motor Works, New Zealand Ave. Tel. 2404. U.K.

FERRARI FARNHAM (Surrey).—Mike Hawthorn, Tourist Trophy Garage, Ltd., East St. Farnham 5363. Sole

BANBURY (Oxon).—Banbury Service Station, Oxford Rd. Tel 3591. Distributors Oxford. N. Berks BEXHILL-ON-SEA.—Glyne Gap Service Hastings Rd. Bexhill 3557 Agents.

BURSLEDON (Hampshire).—Lowford Garage, (Walker, Cousins & Co., Ltd.). Bursledon 217 & 247. Main dealers CHELMSPORD.—Sewell & King, Ltd., Springfield Rd. Tel. 2145/2230. Fiat distributors.

CHESTERFIELD.—Chesterfield Motors. Ltd., Pond St. Garage. Tel. 3862. Flat main agents. Denham (Bucks).—Denham Motor Sales, Ltd., Oxford Rd. Denham S111. Distributions. D'ONSTABLE (Nr.).—Allan Moore (Edfesborough), Ltd., Pine & Broomstick Garages. Ediesborough, Eaton Sray 256 & 259. Dealers.

ESHER (Surrey).—Anthony Crook Motors, Ltd., High Est, Tel. Saher 4580, Distributors. G'ILLINGHAM (Kentt:—Autoyachts, Ltd., Pier Rd. Tel. Gillingham 58678/9.

GUILDFORD.—Pantiles Service Garage, Ltd., London Rd. Tel. Guildford 5526. Flat Surrey dis-

L ONDON, W.1.-H. C. Paul, Ltd., 32. Bruton Place. Berkeley Sq. Mayfair 0821. Main agents. LONDON, W.2.—Mayfair Garages, Ltd., Bishops Bridge Rd. Tel. Ambassador 1061.

LONDON, N.W.S.—Northways Garage, Finchley Rd., Swiss Cottage, Tel. Primpose 1127. L ONDON, N.W.10.—Slocombes, Ltd., Dudden Hill Lane, Neasden, Willesden 4869, Retail dealers.

LONDON, S.W.I.—Richards & Carr. Ltd., 35, Kin-perton St. Tel. Belgravia 3711. Retail dealers. MANCHESTER.—Anderson's Garage, Ltd., Egerton Rd., Fallowfield. Tel. Rusholme 2866.7.

PLYMOUTH.—Vospers Motor House (Plymouth), Ltd., City Centre. Tel. Plymouth 64277.8.9. Dis-

RICKMANSWORTH (Herts).—Blue Star Garages, SOUTHAMPTON.-H. G. Dobbs, Ltd., 117, Lodge Rd. Tel. 25518. Flat distributors.

TUNBRIDGE WELLS .- Tolhurst Service Garage, Ltd., 69, Calveriey Rd. Tel. 656. WESTON-SUPER-MARE.—Shrubbery Garages, 55, 57 & 64, Upper Church Rd. Tel. 1080. Retail

WOKING.—Knaphill Service Garage, Ltd., Knaphill. Tel. Brookwood 3018. Retail dealers. WORTHING. M. N. Rudd (Engineers), Ltd., 41, High St. Tel. 7773/4. Retail dealers.

YEOVIL (Somerset).—L. R. Guppy & Son, Babylon Hill. Tel. Yeovil 1560. Fiat distributors.

FORD A BERDEEN.—Cordiners Garage, Ltd., Menties Rd. Tel. 52206 (4 lines). Ford main dealers. A LDERSHOT.—Vick Brothers, Ltd., Grosvence Rd. Tel. Aldershot 2465. Ford main dealers.

BARNET (Herts),-Odeon Motors, Ltd., Great North Rd. Tel. Sarnet 1144. BATH.—Steels (Bath). Ltd., Lower Bristol Rd. Tel. 61538. Ford retail dealers.

BEXLEY (Kent).-W. J. Whitehouse, Westmount Garage, Blendon Rd. Bexleyheath 7551, Retail

BIRMINGHAM, 12.—Oliver U. Tallett, Ltd., 361-5.
Moseley Rd. Calthorpe 1151/2. Retail dealers. BLANDFORD (Dorset).—R. J. W. & H. M. Crew. The Garage, Stourpaine. Blandford 537. Retail

BOGNOR REGIS.-W. Jones & Sons, Lennoz St. Tel. Bognor 2166. Main agents.

BOURNEMOUTH.-F. English, Ltd., Poole Rd. Tel. BRIDPORT (Dorset) -The Harbour Garage, West Bay, Tel. 2792. Ford retail dealers.

BROOKMANS PARK (Herts).-Brookmans Park Motors, Tel. Potters Bar 2209 (3 lines). Retail

Callington (Cornwall).—Palmer's Garage, Lis-keard Rd. Callington 3372. Ford service dealers. CANTERBURY (Kent).—Hallet's of Canterbury, Ltd., St. Dunstans St. Tel. 2275/6.

CASTLE CARY (Somerset).—Pair Elms Service Station. Tel. Castle Cary 510. Retail dealers. CHELWOOD GATE (Sussex) .- Mid-Sussex Garage,

FORD-Conti CHESTER.—Dutton & Chester 21477 (5 if CHICHESTER (Sussex) .- D. Rowe & Co., Ltd., Hornet. Tel. Chichester 4191. Main deale CHIDDINGFOLD, nr. Godalming (Surrey) - Manne Garage Ltd. Tel. Chiddingfold 164. Retail

CHISWICK (London, W.4).—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd., Chievick 0911, Retail

CHRISTCHURCH (Hants).—Keith Motors, 23, St Tel. Christchurch 360 & 2621. Retail de COCKPOSTERS (Herts).—Broadfield Chrage & Engineering Co., Ltd., Standard mouse. Tel. Barnet

COULSDON.-H. Harmer (Coulsdon), Ltd., 272, Chip-stead Valley Rd. Tel. Down.and 2255. CROWBOROUGH (Sussex).—Gilbert's Garage, War-ren Rd. Tel. Crowborough 131. Ford retail

CROYDON.—Hubert Dees. Ltd., 15-19, Bright Tel. Cro. 6011. Main dealers. DEREHAM (Norfolk).—J. J. Wright & Sons, Ltd., High St. Tel. Dereham 28. Main dealers. DORKING.—F. W. Mays & Co., Ltd., South St. Tel. 2244, Area dealers.

DYMCHURCH (Kent).—A. Checksheld & Sons, Ltd., The Dymchurch Garage, 76-78, High St. Tel

E DINBURGH.—Inglis Automobiles, Ltd., Inglis Corner, Milton Road West, Portobello Portobello 1201 (5 lines). Main dealers. FALKIRK. John M Millar, Ltd., Callender Road Garage, Tel 717 64 lines). Main dealers.

AREHAM.—The Fountain Garage. Hoeford, Nr. Fareham. Tel. Fareham 2648. Ford retail dealers. FARNBOROUGH (Kenl.).—Epps Bross. Green Street Green. Farnborough 55551-2/3. Ford retail dealers. FERNDOWN (Dorset).—Chubbs Garage, Parley Crom Roads. Tel. Northbourne 17. Retail dealers. FLEET (Hants).—R. D. Sheehen (Pleet), Ltd., Piece Rd Tei Fleet 325. Ford dealers.

Gillingham (Dorset).—Queen Street Garage, The Square. Tel. Gillingham 81. Retail dealers. GRING-BY-SEA-P. G. Searle & Co., Goring Rd.
GORING-BY-SEA-P. G. Searle & Co., Goring Rd.
Tel. Goring-by-See 41445. Main dealers.
GREAT YARMOUTH.—Perture & Back, Ltd., Beison
Garage, South Quay. Ob. Yarmouth 2178. Main

GREENFORD (Middx).—Perivale Motors, Ltd. Western Ave. Tel. Perivale 0585/6. Retail dealers

GUILDFORD.—Coombs Service Station, By-Pass Rd Tel. Guildford 62962/3/4. Main dealers. HAMPSTEAD, N.W.3.—Rowland Smith (Motors), Ltd., Hampstead High St. Blam. 604). Retail

HARROW.-Northern Motors of Harrow, 184-136, Pinner Rd. Tel. Harrow 4444. Retail dealers. HASLEMERE (Surrey).—Russell Relf & Co., Ltd., Stayswood. Tel. Haslemere 305.

HASTINGS.—J. Hollingsworth, Ltd., Braybrooke Re. Tel. Hastings 2727. Ford main dealers. HAVERHILL (Suffolk).—Cleales, Ltd., 18, High St. Tel. Haverhill 285/6/7. Ford main dealers. HENLEY-ON-THAMES.—The Talbot Garage, Statis Rd. Tel. 222. Ford retail dealers.

HODDESDON.-Hailey Garage, Ltd., Ware Bd., HODDESDON (Herts) — The Hoddesdon Motor Co., Ltd., 2I, High St. Tel., 4021. Retail dealers.

HOLMFIRTH.-R. W. Castle, Ltd., Huddersfield Ra. HORSHAM (Sussex).—Gilbert Rice, Ltd., Worthing Rd. Tel. Horsham 4331. Ford main dealers. HOVE. E. W. Lawton, Third Avenue Garage. Hove 33093. Ford retail dealers.

PSWICH (Suffelk).—E. S. Stock, Main Rd., Copdeck. Tel. Copdock 238. Retail dealers. ISLE OF WIGHT Newport.—Frank Cheverton, Ltd., 4, Lower St. James's St. Newport 2401/2/3. Main

K EW GARDENS, Richmond (Surrey).—Westons Garage (Kew), Ltd., North Rd. Prospect 4479.

LEATHERHEAD (Surrey).—Bridge Motors (Leather-head), Ltd., Guildford Rd. Leatherhead 2564.

LEICESTER.-C. A. Nelson, Ltd., Abbey Lane. Tel. LIPHOOK (Hants).—The Whitehart Garage (Liphook), Ltd. Tel Liphook 2563/4. Retail dealers. CONDON, W.1.—Godfreys, Ltd., 208-210, Great Purt-

L ONDON, W.I.-K.D.M. & Cherrington, Ltd. 9, L ONDON, W.1.—S. Morris & Co., 40, Con Regent 0424 (6 lines). Agents.

L ONDON, W.1.—Wash Concessionaires, St. Tel. Euston 5558/9. Retail dealer L ONDON, W.1.—Basil Roy, Ltd., 161, Gt. Portland

L ONDON, W.I.—Taylor & Crawley, 43a, South Audley St. Tel. Grosvenor 6881/4. Retail dealers. L ONDON, W.2.-R. S. Currie & Co., Ltd., 105, West-L ONDON W.3.—C. R. Abbott & Co., Ltd., Dukes Rd., Western Avenue, Acton, Acom 3224-5 Retail

LONDON, W.6.—Normand, Ltd., 405-9, King ... L ONDON, W.11.—John S. Truscott, Ltd., 173, West-bourne Grove. Bayswater 4274. Retail dealers.

L ONDON, W.12.—Conway Motors, 299-309, Goldhard Rd., Shepherds Bush, Riverside 4872 3 Res

COMMERCIAL CARS. CARAVANS 8 SPECIALISTS FOR - NEW

FORD -Continued LONDON, E.C.1.—Express Motor & Body Works, Ltd., 150. Goswell Rd. Fel. Clerkenwell 4425. LONDON, W.C.1.—The Museum Super Garage, Ltd., 12, West Central St., New Oxford St. Tem. 6907.

L ONDON, N.W 1.—Regents Park Garage, 59-61.
Regents Pars Rd Frimrose 3305. Retail dealers L ONDON, N.W.3.—W. J. Brown. Ltd., 359, Finchley
L Rd., Hampstead Tel. Ha.m. 2284 Main dealers
L ONDON, N.W.3.—Sue Star Garages. Ltd., 55, High
St. Hampstead 8681 (10 lines). Retail dealers LONDON, N.W.6.—M.E.T. Garages, Ltd., 409, Kilburn High Rd. Mai. 4801 2.3 & 7082. Retail

L ONDON N.W.10.—Arnotts Garages, Ltd., Orange Rd., Willesden Green, Willesden 0161. Retail

LONDON, N.1.—Highbury Corner Motor Co., Ltd. 114-120, Canonbury Rd., Islington, Canonbury 2464 Main dealers

LONDON, N.6.—Gatehouse Motors, Ltd., I, Hamp-stead Lane Highgate. Mountview 4444. Retail

LONDON, N.8 -Lyne, Frank & Wagstaff, Ltd., 163 Tottenham Lane, Crouch End. Mountview 4401

LONDON, N.12.—Motourists (London), Ltd., Great North Rd., East Finchley Station Tudor, 2301/2

LONDON, N.16.—Wood & Lambert, Ltd., 49. Stamford Hill 3454 Main dealers. ONDON, N 16 -Hunter Motors, Ltd., 85-87, Stoke Newington Rd Clissold, 0031/5 Retail dealers

London, E.1 - Zenith Motor & Engineering Works, Ltd., 585-593, Conmercial Rd. Stepney Green 1851 (20 lines). Retail dealers. LONDON, E to —Perkins Garages, Ltd., 439-451, High Rd. Tel Leytonstone 3366. Retail dealers.

L ONDON, E.10.—Gordon Garage (Leyton), Ltd., 209-219, Less Bridge Rd., Leyton, Leytonstone 8232 4.

LONDON, E11 -General Motors Garage (Leyton stone), Ltd. 90.96. Harrow Rd., Leytonstone Maryland 7676 (3 fines). Retail dealers.

L ONDON, E.18.—Frank G Gates, Ltd., 79. High Rd... Woodford Tel Wanstead 6833 Main dealers LONDON, EC2 -Paul Street Garage, Ltd., 20, Paul St. Bishopsgate 6/81/2/3/4 Retail dealers. ONDON, S.E. 1 - Dispatch Motor Co., Ltd., 114, Southwark Bridge Rd Waterloo 5881 & 4959. Main

L ONDON, S.E 1.-Hotchkiss Garages, 450, Old Kent Rd. Tel Ber 1377 8 Main dealers.

LONDON, SE5-MA Autos, Ltd., 123, Denmark Hill Tel Brixton 0878. Retail dealers. LONDON, SE12.—Bellamy's (London), Ltd., 2.
Burnt Ash Hill, Lee, Lee Green 4821/2. Retail

LONDON, S.E. 14 -M.B. Motors, 334-336, New Cross Rd. Tel. Tideway 5779 Main agents.

LONDON, SE &).—Harold G. Cole & Co., Ltd., An-caster Garage Croydon Rd., Penge. Sydenham

L ONDON, S.E.22 -The Gordon Garage (Dulwich), 3704 Sub-dealers Dulwich Rd. New Cross 2456 &

L ONDON, S II 26.—Hillier Motors, Ltd., 144-156, Dartmouth Rd Forest Hill 9351/2 & 2432. Retail

L ONDON, S.W 1.—Clarke & Simpson, Ltd., 49, Sloans Square. Sloane 0436 7/8. Retail dealers.

LONDON, S. W.5.—Gee Cars, Ltd., 169, Fulham Rd. Tel. Knightsbridge 4733 Ford retail dealers. LONDON, S.W.5.—Westminster Carriage Co., Ltd., 58, Old Church St., Chelsea Fla 0152

L ONDON, S.W.5.—Brixton Garage, Ltd., 52-58, Camberwell New Rd Reliance 51d1/3. Retail dealers. L ONDON, S.W S.-R C. Wimbush, Ltd., 312, Earls Court Road, Tel Fremantie 8401.

LONDON, SW7.—Brew Brothers, Ltd., 133, O.d Brompton Rd., S Kensington, Pre. 3333. Retail

L ONDON, S.W 7.—Harold Radford & Co., Ltd., Meiton Court, South Kensington, Kensington 6642. LONDON, S.W 7.—Rawlings Bros., Ltd., 87, Cromwell Rd. Tel. Fre 8161 (10 lines).

LONDON, S.W.8 - Gee Cars. Ltd., 60/62, Queenstown Rd. Tel. Macaulay 3363 Ford retail dealers. LONDON, S.W.S.-M.T. Lane Autos, 98-100, Fouth Lambeth Rd. Macaulay 2546, Stocking dealers.

LONDON, S.W.11.—Red Ric's Automobiles, Ltd., 58, Battersea Bridge Rd. Battersea 6171, Retail

L ONDON, S.W.16.—Bertram Cowen, Ltd., 1-3, Her-dealers, Lane, Streatham. Pollards 2100. Retail

LONDON, S.W.17.—Blue Star Garages, Ltd., 666, Garratt Lane, Tooting. Wimbledon 3031/2/3. Re-tail dealers.

L ONDON, S.W.17.—F. H. Peacock, Ltd., 219-221, Bal-ham High Rd. Balham 1271 (10 lines). Dis-tributors.

L ONDON, S.W 18.—Allan Taylor (Motors), Ltd., 126. Wandsworth High St. Vandyke 7222, Main dealers. LONDON, S.W.18.—Trinity Cars, Ltd., 24. North Side, Wandsworth Common. Vandyke 1166. Retail

LUTON. (Beds.) -- Barrett's Garage, Castle St. 846 (3 lines), Retail dealers.

LUTON.—The Luton Motor Co., Ltd., 326-340, Dun-stable Rd. Tel. Luton 3713. Main dealers. MAIDENHEAD.—Stevenson's (Automobile) Sales, Ltd. Station Approach. Tel. Maidenhead 1111. Main

MALDON, (Essex).—Doe Bros. (Motors), Ltd., 1, Soltal Rd. Maldon 535/6, Main dealers.

FORD—Continued

MANCHESTER, 5.—Green & Zonis, Ltd., 246-252

MANCHESTER, 7.—H E Nunn & Co., Ltd., 282.

Bury New Rd
Bury New Rd
Brughton 2201. Main dealers MAYFAIR, W1.—Charles Follett, Ltd., 18, Berkeley St Mayfair 6266/7/8, Retail dealers.

MILPORD (durrey).—Jordan's Garage, Ltd., Portamouth Rd Tei Godaming 6/0 Retail dealers
NEWARK—Brooks Moor Co, (Newark), Ltd., 23-5,
Castingate Tei 2782 (5 lines). Main dealers.
NEWCASTLE UPON TYNE, L.—R. H. Patterson &
Co., Ltd., 1, St. Nicholas Buildings. Tel. 28683 (2 lines). Main dealers.

NEW ROMNEY (Kent) .- Avenue Garage (Prop. E. C Coull). Littlestone. New Romney 2184. Retail

OLDHAM.—Rentons Garages, Ltd., Manchester Rd Hollinwood Tel. Main 1979 & 5965. Retail dealers OXTED (Surrey).-G. Rice Bros., Ltd. Tel. Oxted

PADDOCK WOOD (Kent).—Paddock Wood Garage.
Tel Paddock Wood 409 Retail dealers. PINNER (M'ddx).-Greenhill Motor Co., Ltd., Marsh

PETWORTH (Sussex).—Harwoods Garage (Petworth) Ltd., The Square. Tel. Petworth 2232/3. Retail

PLYMOUTH. -- Vospers Motor House (Plymouth), Ltd. City Centre, Tei Plymouth 64277/8/9. Retail

PORTSMOUTH.—Seals of Southend, Ltd. 67, High-land Rd Tel Portsmouth 32222 Retail dealers PRESTON -Bradshaws Motor House Ltd., Mars Lane Tel Preston 4083 (4 lines) Main dealers.

READING (Berks) -Gowring's Limited, 6-8, Londo READING (Berks) -Loddon Bridge Motors, Ltd. Earley. Tel Reading 61602 Ford retail dealers.

R INGWOOD.—The Ringwood Motor Works (White Bros.), 28-30, Southampton Rd. Tel. 20. Retail

ROMSEY.—B. A. Rolfe & Sons, Ltd. Tel. Romsey 3185,6/7. Ford main agents.

SAPFRON WALDEN (Ersex).—Cleales, Ltd., 10. King St. Tel. Saftron Walden 3203/4/5. Main dealers.

SAWBRIDGEWORTH.—J. Dixon & Son (Garages), Ltd., Hign Wych. Sawbridgeworth 2072 (2 lines). Retail cealers.

SEVENOAKS (Nr.) (Kent).—Pox's Garages, Badg Mount. Badgers Mount 218 Stocking dealers SEVENOARS (Keat).—Sennocke Engineering Co.,
Stidd, The Vine Tel Sevenoaks 2341
SIDCUP (Kent).—Hubert Dees Slidcup, Ltd., Sidcup
By-Pass Poots Cray 5676 Main dealers

SOUTHAMPTON.—County Motors (Southampton), Ltd., Bedford Place, Tel. 25027. Ford retail

SOUTHAMPTON.—Ivor Creek, Ltd., Nichols Road Garages, Tel. Southampton 25440. Ford area

SOUTHAMPTON.—Pairway Motors, Ltd., 151-9. Bitterne Rd Tel. 25466/7. Ford retail dealers. SOUTHAMPTON.—Rainsiey & Wells, Ltd., St Denis Rd. Tel. Southampton 54633. Retail dealers. ST. ALBANS (Herts).—Harper Auto Sales, Ltd., 193, Hatfield Rd. Tel. St. Albans 54412.

ST ALBANS (Herts).—Verulam Motor Co., Ltd., London Rd. Tel. 56704. Main dealers. STAINES (Middx).—Crimbie of Staines, 10, King-sten Rd. Tel. Staines 1143/5.

STANFORD-LE-HOPE (Essex).—Home County Motors. Tel Stanford-le-Hope 2154. Ford dealers. SUTTON COLDFIELD.—Chambers of Sutton, Ltd., 55, South Parade, Sutton Coldfield 4473. Main

SUTTON (Surrey).-B. Pratt. Ltd. 268-270, High St Tel. Vigilant 4456 Main dealers

TAUNTON.—White Bros. (Taunton), Ltd., 151-2 East Reach. Tel. Taunton 4444. Main dealers. TEYNHAM (Kent).—Ferrell & Baker, The Garage

TOTTENHAM, N.17.—Hale Motors (Tottenham), Ltd., The Hale, Tel. Tottenham 7771/4. Stock-

TROWBRIDGE (Wilts).—E Dennis (Trowbridge)
Ltd., Bradley Rd. Tel. Trowbridge 2525. Main TUNBRIDGE WELLS.—Stormont Engineering Co., Ltd., 3, Mount Ephraim. Tunbridge Wells 20323.

WALLINGTON (Surrey) .- Jack Rose, Ltd., Stafford Rd. Tel. 6677/8.

WELLING (Kent).—Blue Star Garages, Ltd., 132, Park View.Rd. Bexleyheath 5678, Retail dealers. WEMBLEY.—Wembley Auto Transport Supply Co., Ltd., 199, Ealing Rd. Wembley 9595/6. Retail

WEMBLEY -Blue Star Garage, Watford Rd. Tel. Arnold 7740. Ford agents.

WEST MERSEA (Essex).—Underwoods Garage, Kingsland Rd. West Mersea 322. Retail stocking WESTON-SUPER-MARE -Grove Park Garages, Ltd., Lower Bristol Rd. Tel. 17 & 2281. Area

WIMBLEDON, S.W.19.—Bainshaw, Ltd., Hatfield Rd. Tel. Liberty 4611. Ford main dealers.

WINCHESTER. Hyde Abbey Motor Works, Ltd., Hyde St. Tel. 4961. Ford main dealers.

WOKINGHAM - E. P. Cadby Handpost Corner Garage. Tel. Wokingham 873. Ford dealers. WORTHING.-F. G. Searle & Co., High St. Tel. Worthing 6306. Main dealers.

YEOVIL.-Douglas Seaton, Ltd. Tel. Yeovi! 2131.

AMERICAN FORD

entons Garages, Ltd., Manchester Rd., Tel. Main 1979 & 5965. Main dealers. OLDHAM -R WEMBLEY (Middx).—Simpson's Motors (Wembley), Ltd , 345, High Rd. Wem. 3903, 8691 & 4222.

FRAZER NASH ISLEWORTH.—A.F.N., Ltd., Falcon Rd. Hounslow Oull. Manufacturers

FRISKYSPORT LONDON, W1.—Arneston of Albemarle St. Tel. Hyde Park 9333. Friskysp rt London distributors. L ONDON S.E. 15. - Wiggs & Sons, Ltd., 179a, Peck-nam Park Rd. New Cross 1241. Friskysport main dealers.

LONDON, W.1 -Gill Getabout Cars, 5, George St. Tel. Welbeck 7096

GOGGOMOBIL BROMLEY (Kent) -Johnson & Brown, 268-270, High St. Tel Ravensbourne 8841/2 Distributors. HARROW (Middx).—Engines Reconditioned, Ltd., 533, Pinner Rd Tei 1269 & 5366. Area dealers. KINGSTON-UPON-THAMES — Magee Motors, Ltd., 23 London Rd Tel Kingston 1434. Main agenta.

LONDON, Wil-MPHW Sates, Ltd., 23. Piccadilly.

Tel Gerrard 6055 Goggomobil distributors.

LONDON, Wil-MPHW Sates, Ltd., 196, Relliand Park Ave (by Shepherds Bush Green). Park 2410 Detributors.

LONDON. S W 7.—G. ggomobil. Ltd.. 93-95, Old Brompton Rd. Tel Knightsbridge 7705/6/7/8.

Maidenhead (Berks) -B & M. Motors, 49. Gren-fell Rd Tei. Maidenhead 2660. Main area

SALISBURY.—Newmans, Millord Garage, Southamp-for Rd Tel Sausbury 5374/5 Agents, ST HELENS (Lancs.—Charlie Kinns, Pear Tree Garage, Prescot Rd. 1el. 3935 TAUNTON (Somerset).—E. Tucker, East Reach, Taunton 5716 & 5244. Distributors greater part

WOKING -M.P.H.W. Sales, Ltd., 67, Goldsworth Rd Tel, Woking 5251. Goggomebil distributors,

WOLVERHAMPION.-Pern Motor Services, Ltd., Penn Rd. Tel. 36632 & 38271. Goggomobil dis-

HEINKEL

BOGNOR REGIS (Sussex). -Bognor Station Garage,
20. Long.ord Rd. Bognor 2102 Area distributors.

LONDON W 1 -- M.P. H. W. Sales, Ltd., 38. Procadilly,
41e1 Gerrard 6455 Heinkei distributors. LONDON, W11.-MPHW Sales, Ltd., 186, Hol-land Park Ave (by Shepherd Bush Green). Park 2410 Distributo.

WOKING. -M P.H.W. Sales, Ltd., 67, Goldsworth Rd Tel. Woking 5231 Heinkel distributors.

MILLMAN

A BERGELé.—Slater's Garages (Abergele), Ltd. Tel.
Abergele 23-6 (4 lines: Hillman retail dealers.

A NDOVER (Hanks).—J. S. Monro, Newbury Rd.
Tel. Andover 3006. Hillman retail dealers. A SHFORD (Middx) - Ashford Motors, 102-4, Ford Blidge Rd tel. Ash.ord 2040. Area dealers.

A SHPORD (Kent).—Crouch's Garage, Ltd., Station Rd ''el. 866. Hil.man area dealers. BARNET (Herts).—Hauley Green Garages, Ltd., 202, High St. Barnet 0332. Area dealers.

BATTLE Sussex).—Telham Service Station. Tel. Battle 2656. Hillman retail dealers. BECKENHAM (Kent).—Saunders Abbott, Ltd., 1, Wiczham Rd. Tel. Beckenham 7276. Retail

BEXLEYHEATH (Kent).—Broadway Motors (J. D. Vergette, Ltd.). 16-18 Bruadway. Bexleyheath 5591/2. Area dealers.

BIGGLESWADE (Beds).—R. P. Newman, Dunton Corner Garage, London Rd. Tel. 5132. Agents. BILLINGSHURST (Sussex).—Poplar Garage, Five Oazs Tel. Billingshurst 75. Hillman retail

B'IRKENHEAD.—Kirbys. Ltd., Woodchurch Rd., Pren-ton. Tei. Mountwood 2205. Hilman distributors. BLACKPOOL.—Kirbys, Ltd., 292. Church St. Tel. B.accpool 23435. Hilman distributor distributors.

BLANDFORD FORUM (Dorset).—Chariton Garage, Charlton Marshall Tel. Blandford 730, Retail

BOOKHAM (Surrey).-West Surrey Motors, Ltd., Guingford Ro. Little Bookham 230. Retail dealers, BOURNEMOUTH.—Carbery Garage, Carbery Row, Southbourne. Tel. Southbourne 43434. Retail

BOURNEMOUTH.—George Hartwell, Ltd., Holdennurst Rd. Tel. 4161. Main dealers. 35-41. BROMLEY (Kent), Bonney & Shearing, 4. Lewes Rd., Widmore Green, Ravensbourne 7346. Retail

BROMLEY (Kent).—Tudor Auto Services, Ltd., Tudor Garage, Hastings Rd., Ravensbourne 9015. Area

BUCKHURST HILL (Essex).—Montrose Motors (N. H. Boswell), Ltd., Epping New Rd., Main All Rd. Tel. 1171/2/3. Retail dealers High Rd.

BYFLEET (Surrey).-Noel Roscoe, Ltd., Byfleet 270 & 4199. Exclusive Rootes de CHANDLER'S FORD (Hants).—Shorts Garages (Chandler's Ford), Ltd., 109, Winchester Rd., East-leigh. Chandler's Ford 2221. Retail dealers.

CHELSEA, S.W.3.—The Colebrook Motor Co., Ltd., Colebrook House, Sloane Ave. Ken. 3591. Retail

CHIGWELL (Essex),—Grange Hill Garage, Ltd., & Bald Hind Garage, Manor Rd. Hainault 2685. CLAYGATE (Surrey). - Station Garage (Glaygate), Ltd. Tel. Esher, 2332 3. Hillman retail dealers

SPECIALISTS FOR - NEW CARS. CARAVANS R COMMERCIAL

HILLMAN-Continued Surrey).—Central Garage (Surrey). Ltd., h Rd. Cosham 306 & 3239. Fetati

COULSDON.—H. Harmer (Coulsdon), L4d., 272, Chip-stead Valley Rd. Tel. Downland 2255. COVENTRY.—Mortons Garage, Ltd., 81, Binley Rd. Tel. 53354. Hillman Retail dealers.

COWLEY (nr. Uxbridge).—Times Garages, Ltd., High St. Tel. Uxbridge 6521. Retail dealers. CRANHAM, Nr. Upminster — J. E. Rogerson (Garages). Ltd., Pegasus Garage, Front Lane Tel. Upminster 2616. Main dealers.

CRANLEIGH (Surrey).—The Cranleigh Motor Co. Ltd. Tel. Cranleigh 523. Retail dealers. CROYDON.—Manton Motors, Ltd., 23-27, 37-39, Shir-ley Rd. Tel. Addiscomoe 6051/6.

CROYDON.—Smith Auto Co. Ltd., 145, London Rd.
Tel. Croydon all5. Area dealers.
CUCKFIELD (Sussex).—Cuckfield Motor Works, Ltd.,
Whiteman's Green. Tel. Cuckfield 19. Retail

DORCHESTER.—Merchants Garage, High West #1.
Tel. Dorchester 560. Hillman main dealers.

DORKING (Surrey).—Beare Green Service Station Beare Green. Dorking 75175. Main agents.

EAST GRINSTEAD (Sussex).—West Street Motors (East Grinstead). Ltd., London Rd. Tel. 5941 (10 lines). Retail dealers.

EGHAM (Surrey).-W. & I. Engineering Co., Ltd., Star Works, High St. Egham 495. Retail dealers. ELY (Cambs).—Ely Service Motor Co., Ltd., Lynn Rd. Ely 2981. Main dealers.

ENPIELD (Middx).—Lyne, Frank & Wagstaff, Ltd., London Rd Enfield 1023/4/5. Area dealers. FARNBOROUGH (Hants).—Crescent Service Station. Mytchett Rd., Mytchett. Farnborough 2164. Hill-

FARNHAM COMMON (Bucks).—The Beeches Garage (Farnham Common), Ltd., Beeches Rd. Tel. Parnham Common 568. Retail dealers.

GLOUCESTER.—Taylor's Crypt House Motors, Ltd. London Rd. Tel. 24081 (4 lines). Main dealers. GODALMING (Surrey) - Station Garage, Farncombe Tel. Godalming 143 Hillman agents.

GREENPORD (Middx).-Perivale Motors, Ltd., Western Ave. Tel. Perivale 0585.6. Retail dealers. GUILDFORD.-A. Gray & Co., Ltd., 7 & 8. Wood-HAROW (Middx).—Automobile & Aircraft Services, Ltd., 609, Kenton Rd., Kenton. Wordsworth 7805. Retail dealers.

HARROW.—Northern Motors of Harrow, 184-194.
HPinner Rd. Harrow 4444. Retail dealers.
HAVANT (Hants).—Havant Motor Co., Lid., 25.
South St. Tel. Havant 257. Retail dealers. HODDESDON.—Halley Garage, Ltd., Ware Rd., Halley. Tel. Hoddesdon 2767 & 5805.

HORNCHURCH (Essex).—Frost Brothers Motors, Ltd., H)17. North St. Tel. 4035. Retail dealers. HOUNSLOW (Middx).—Peregrine Service Stations, Ltd., Lampton Rd. Bounsiow 1136.7, G293. Retail

LIFRACOMBE.—P. Putt & Son. Putt's Garage, North-field Rd. Hifracombe 75. Retail dealers. I PSWICH.—Hours & Sons. Ltd., St. Georges St., L. EMPSTON (Beds).—Pensome Bros., Kingsley Garage. Tel. Eempston 2259.

Kingston-Upon-Thames.-H. Taylor & Co., 135-7.
London Rd. Kingston 1263 (6 lines). Area

LEWES (Sussex).—Ruggs, Ltd., Station Garage, Lewes 147. Hillman main dealers.

I VERPOOL.—Kirbys, Ltd., S2-56, Renshaw St.
Liverpool Royal 3567. Hilman distributors,
London, W.i.—Jack Alpe, So. Maryletone High
St. Tel. Welbeck 1124. Retail dealers.

L ONDON, W.5.—Ealing Motor Company, 13-14, The Mall. Tel. Ealing 1132. Retail dealers.
L ONDON, W.5.—Normand. Ltd., 405-9, King St., Riverside 5665/6. Hillman retail dealers. L ONDON, W.11.-G. E. Widden & Co., Ltd., St. Mark's Rd, North Kensington. Park 4949. Retail

LONDON, W.11.—Lex Garages, Ltd., 230-236, West-bourne Grove. Tel. Park 1848. Retail dealers. L ONDON, W.12.-D. Creed, 176, Goldhawk Rd. Tel. Shepherds Bush 2812. Retail dealers.

L ONDON, N.W.S.-M. E. T. Garages, Ltd., 409, Kilburn High Rd. Mal. 4801-2-3, 7082. Retail dealers. LONDON, N.1.—Cattermoles (Garages), Ltd., 78-89, Pentonville Rd. Terminus 1001-7. Hillman retali

L ONDON, N.10.—Palmeville Garage, Ltd., 204, Colney Hatch Lane. Tudor 2761. Retail dealers.

L ONDON, N.12.—Lindsay Brothers, Ltd., 923-925, High Rd., North Finchley. Hillside 1022. Area dealers. L ONDON, N.17.—Robert Chidley, Ltd., 658, High Rd. Tottenham 8811. Hillman area dealers.

LONDON, E.1.—Zenith Motor & Engineering Works, Ltd., 585-593, Commercial Rd. Stepney Green 1851 (20 lines). Retail dealers.

L ONDON, E.7.-Forest Gate Motor Co., 513 Romford Rd., Forest Gate, Grangewood \$166, Retail

LONDON, E.S.-Leigh & Botfield, Ltd., 233-5, Mare St., Hackney, Amberst 6411. L ONDON E.9.—Homerton Garage, Ltd., 112, High St.,

L ONDON, E.10.—Perkine Garages, Ltd., 439-451, High Rd. Tel. Leytonstone 3366. Retail dealers. L ONDON, E.10.—Gordon Garage (Leyton), Ltd., 209-219, Lea Bridge Rd., Leyton, Leytonstone 8232/4,

LONDON, E.11.—Nightingale Motors, Ltd., Nightingale Lane, Tel. Wanstead S155. Retail dealers.

HILLMAN—Continued

LONDON, S.E.I.—Contay Motor Works, Ltd., 164a, Southwark Bridge Rd. Waterloo 6162/3. Retail

LONDON, S.E.1.—Hotchkins Garages, 450, Old Kent Rd. Tel. Ber. 1377/8. Main dealers. ONDON, S.E.S.—Thomas Head & Co., 21, 23 & 25.
Delacourt Rd. Greenwich 0556. Retail dealers.
ONDON, S.E.S.—Carris Motors, Ltd., 104-106, Bromley Rd., Catford. Hither Green 3451. Area

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge, Tel, Lee 8585. Area dealers. ONDON, S.E.15.—Preeman Motors, Ltd., 33, Copeland Rd. New Cross 3581/2. Retail dealers LONDON, S.E.15.—Regal Garage (Old Kent Road), Ltd., 814, Old Kent Rd., Peckham, New Cross

LONDON, S.E.24.—Humphries' Garages, Ltd., 51a, Herne Hill. Tel. Brixton 2154. Retail dealers. L ONDON. S.E.26.—Maythorpe Motor Co., 42, Syden-ham Rd. Tel. Sydenham 5123/4 & 6827.

LONDON, S.W.7.—Brew Brothers, Ltd., 155. Old Brompton Rd., S. Kensington, Fre. 3335. Retail

LONDON, S.W.7.—Harold Radford & Co., Ltd., Mel-ton Court, South Kensington, Kensington 6642. LONDON. S.W.12.—Nightingale Engineering Co. Ltd. Western Lane, Nightingale Lane Batterses 2195. Main dealers.

LONDON, S.W 13.—Red Lion Garage (Barnes), Ltd., 4. Castelnau, Barnes, Riverside 1468, Retail

ONDON, S.W.14.—Thorn's Garage (Sheen), Ltd., 292, Upper Richmond Rd. West. Prospect 1144. Retail dea.ers.

LONDON, S.W.18.—Walter Sheehy, 89, East Hill. Wandsworth. Vandyke 2288. Hillman retail

LONDON. S.W.19.—Burt's Motors, 1, High St., Colliers Wood. Licerty 8232. Retail dealers. L UTON.—Dunham & Haines, 46, Castle St. Tel.
Luton 8300 Hilman dealers.

Maidenhead (Berks).—R. S. Mead (Seles), Ltd.
42, Queens St. Maidenhead 3431/2. Area dealers

MAIDENHEAD.—Sawfords Garage, Braywick. Tel. Ma.denhead 724. Hillman retail dealers.

MALVERN (Worcs).-Bowman & Acock, Ltd.. Pickersleigh Garage, Worcester Rd. Malvern 262. MITCHAM (Surrey).—Gresham Motors, Ltd., 263-5. London Rd. Mitcham 8181. Retail dealers.

NEW BARNET (Herts).—Clockhouse Garage, Ltd... Brookhill Rd. Barnet 3808. Retail dealers. NEWPORT (Mon) -F. M. Morgan & Co., Ltd., 57-59, Chepstow Rd. Tel. 58411 (6 lines). Main

NEWTON MEARNS,—Andersons (Newton Mearns) Ltd., 268, Ayr Rd. Newton Mearns 2271. Main

NORTHAMPTON .- Arthur Mulliner, Ltd., Bridge St. Tel. Northampton 907. Hillman main dealers OLDHAM.—Rentons Garages, Ltd., Manchester Rd., Hollinwood, Tel. 1978 & 5965. Retail dealers. OXFORD.—King's Arms Garage, 281. Banbury Rd Tel. Oxford 58167. Hillman retail dealers.

Tel. Oxford Scieff. Hillman retail dealers.

Paddock Wood (Kent).—Springetis' Garage. Tel.

Paddock Wood (50. Hillman retail dealers.

Petts WOOD (Kent).—Dunstonian Garage, Station

Square. Tel. Orphigton 24232. Area dealers.

Pinner (Middx).—Northwood Hills Mistor Co. Joel

Sh., Northwood Hills. Northwood 3271/2. Retail

PLYMOUTH.—The Peverel, Garage, Ltd., Weston Park Rd. Tel, 63820 & 63911, Retail dealers, POOLE (Dorset).—Parkway Garages, Ltd., Sand-banks Rd., Parkstone. Canford Cliffs 78078 & 78278. Retail dealers.

PUTNEY, S.W.15.—Marshall Brothers, Ltd., Rayanna Garage, Rayenna Rd. Putney 0803. Retail

RAINHAM (Essex).—Silverline Garage, Ltd., New Rd. Tel. Rainham 4628/9. Retail dealers. READING (Berks) .- Reading Garage Co., Ltd., Cork

RINGWOOD.—The Ringwood Motor Works (White Bros.), 28-30, Southampton Rd. Tel. 20. Retail

ROMFORD (Essex).—The Links Garage, Collier Row. Tel. 3882. Hillman area dealers.

ROMFORD.—Romford Commercial Cars, 20-28. London Rd. Tel. 45844. Hillman area dealers. ROMSEY.-B. A. Rolfe & Sons, Ltd. Tel. Romsey

RUGBY.-Gee. T. Hilton & Co., Ltd., North St. SAFFRON WALDEN (Essex).—Raynham & Co., Ltd., The Motor House. Tel. Saffron Walden 2334. SANDHURST (Berks).-M. Tasker-Parkin, Crown Garage, Vateley 5252. Retail dealers.

SEVENOARS (Kent).—White Hart Garage, Ltd., Tonbridge Rd. Tel. Sevenoaks 3328, Hillman re-tail dealers.

SHEPFORD (Beds) .- A. A. Simpson's Garage, 58 Ampthill Rd. Shefford 242 & 244. Retail dealers SONNING-ON-THAMES (Berks).—Sonning Auto Services, Ltd., High St. Sunning-on-Thames 5274.

SOUTHAMPTON - Alec Bennett, Ltd., 133, Portswood Rd. Tel 54081 | lines | Main dealers.

HILLMAN-C SOUTHAMPTON,—County Motors Ltd., Bedford Place. Tel. 23027.

SOUTHAMPTON.-Iver Creek, Ltd., Nichols Road Garages. Tel. Southampton 23440. Hillman ares SOUTH HARROW (Midtx).—Kar Sales of Harrow. Shaftesbury House. Tel. Byron 5544. Hillman

SOUTHPORT.-Kirbys, Ltd., 91, Lord St. Tel. South-port 4158. Hillman distributors.

ST. ALBANS (Herts).—Gr.maidi Bros., Ltd. Tel. 55595. Hillman ares dealers.

STANFORD LE-HOPE (Reex).—Home County Motors.
Tel. Stanford-ie-Hope 2154. Hillman dealers.
SURBITON.—H. Taylor & Co., 1-2. The Crescent.
SImbridge 9081 (2 limes). Area dealers. SUTTON (Surrey).—Phoenix Motor Co. (Surrey), Ltd.,
Phoenix House, Righ St. Vigilant 0161 (6 lines).

TEDDINGTON .-A.V. Motors, Ltd., 1-13 Park Rd. Tel. Mol. 4684. Retail dealers TEYNHAM (Kent), --Perrell & Baker, The Garage. Tel. Ternbase 868.

TOTTENHAM, N.17.—Ha.e Motors (Tottenham), Ltd., The Haie, Tel. Tottenham 7771-4. Stocking

TRING (Herts) .- Arthur Gower & Son. Tring Motor Garage, Western Rd. Tring 5027 Retail dealers. TUNBRIDGE WELLS (Kent).—The St. John's Motor Co., Ltd., 62-64, St. John's Rd. Tunbridge Wells

WADHURST (Sussex).—Wm. Gadd & Sons. High St. Tel, Wadhurst 28. Retail dealers. WATFORD (Herta).—The Watford Motor Co., Ltd., High St. Watford 3675 & Gadecrook 2219 WATTON (Norfolk).-L. A. Pileh. Wayland Garnes, Thetford Rd. Watton 286. Retail dealers.

WEST HORSLEY (Surrey) -The Window Box Garage, Epsom Rd. East Horsley 66 Authorized

WEYBRIDGE.—B. J. Shanks & Co., Ltd., Baker St. Weybridge 2288 (2 lines), Area dealers. WOKIRG (Surrey).—L. P. Dove, Ltd., Guildford Rd. Tel Woknor 1282. Retail dealers.

A BERGELE.—Slater's Garages (Abergele), Ltd. Tel.
Anonyele 2846 (4 limes). Humoer retail desiers.
A NDOVER (Hunts).—J. 8. Monro. Newbury Rd. Tel.
Andover 3006. Humber retail desiers.

A SHFORD (Kent).—Crouch's Oa age, Ltd., Station Rd. Tel. 886. Humber area dea.ers. BARNET (Herta).—Hadiey Oresa Carages, Ltd., 202 High St. Barnet 0552. Area dealers.

BATTLE (Sussex).— Telham Service Station. Tel. Battle 2656. Rumber retail dealers. BECKENHAM (Kent).—Saunders Abbott, Ltd., 1, Wickham Rd. Tel. Beckenham 7276. Retail

BEXLEYHRATH (Rent).—Broadway Meters (J. D. Vergeste, Ltd.), 16-18. Broadway Bexleybests 3591/2. Area dealers.

BIRKENHEAD. - Kirbys, Ltd., Woodchurch Rd. Prenton. Tel. Mountwood 2005, Humoer distribu-

BLACKPOOL Kirbye, Ltd., 292, Church St Tel.

BOOKHAM (Surrey).—West Surrey Motors, Ltd. Guildford Rd. Little Bookkam 250. Retail dealers BOURNEMOUTH.—George Hartwell, Ltd., 55-41, Helderhurst Rd., Tel., 4161. Main dealers.

DROMLEY (Kent).—Tudor Auto Services, Lid., Tudor Garage, Hastings Rd. Ravensourne 2015. Area

BUCKHURST HILL (Essex).—Montroe Motors (N. H. Boswell), Ltd., Epping New Rd., Main A.11 Rd. rei. 1171/2/3. Retail dealers.

DyFLEET (Surrey).—Noe Roscoe, Ltd., Righ Rd. Byfleet 270 & 4199. Exclusive Rootes desiers, CHiGWELL, (Excest, Carage Mill Garage, Ltd., & Catall desired.

COBHAM (Surrey). Central Garage (Surrey), Ltd.,

COVENTRY.—Mortone Garage, Ltd., 81. Sinks Rd. COWLEY (Nr. Unbridge), -Times Garages, Ltd., High St. Tel. Unbridge 6521. Retail dealers. CRANHAM (Nr. Upminster).—J. E. Rogerses (Garages), I.Ad., Pegasus Carson, Prent Lane, Up-minster 2816. Main dealers

CROYDON.—Manton Motors, Ltd., 23-27, 87-30. Shirley Rd. Tel. Addiscombe 6051/6.

CROYDON.—South Auto Co., Ltd., 145. London Md.
Tel. Croydon 2115. Ares dealers

DORCHESTER.—Merchante Carage, High West St.
Tel. Dorchaster 560. Humber main dealers.

EAST GRINSTEAD (Sussex).—West Street Money
(East Grinstead), Ltd., London Bd. Tel. 1841 (10lines). Retail dealers.

ENFIELD (Midds).—Lone, Frank & Wagstaff, Lat., London Rd, Enfield 1205/4/5. Area dealers.

GLOUCESTER.—Taylor's Crypt House Moiors, Ltd. GLondon Road. Tel. 24031 (4 lines). Main dealers GREENFORD (Middx).—Ferirals Motors, Ltd., Western Ave. Tel. Perivale 0505/d. Retail dealers.

GUILDFORD.-A. Gray & Co., Ltd., 7 & & Wood-bridge Road. Tel. 2885. Main dealers. HARROW (Middx).—Automobile & Alecraft Berview, Ltd., 609, Kenton Rd., Kenton, Werdsworth 7805. Retail dealers.

HARROW.—Northern Motors of Harrow, 184-194. PSWICH. Houses & Sons, Ltd., St. Georges St. Tel

CARAVANS 8 CARS. COMMERCIAL VEHICLES SPECIALISTS FOR - NEW

HUMBER—Continued
KINGSTON-UPON-THAMES,—H. Taylor & Carlo Continued
KINGSTON-UPON-THAMES,—H. Taylor & Carlo Called Continued
Area dealers

Lewes (Sussex) - Ruggs, Ltd., Station Carage. Lewes 147 Humber main dealers. L IVERPOOL.—Kirbys, Ltd., 52-59, Renshaw 86. Tel Liverpool Royal 5567. Humber distributors.

LONDON, W.1 - Jack Alpe, 50, Marylebone High St. Tel Weloecz 1124 Retail dea.ers. L ONDON, W.S.—Ealing Motor Company, 13-14, The Mail. Tel Baling 1152. Retail dealers.

LONDON, W.6.—Normand, Ltd., 405-9, King St. Riverside 3665/6 Hillman retail dealers. LONDON, W.11.—Lex Garages, Ltd., 230-256, Westbourne Grove. Tel. Park 1848. Retail dealers. LONDON, W 11.-G. E. Widden & Co., Ltd., St. Marks Rd., North Kensington. Park 4949. LONDON, W.12.—D. Creed, 176, Goldhawk Rd. Tel. Shepherds Bush 2812 Retail dealers.

LONDON, N.W.6.-M.E.T. Garages, Ltd., 409, Kil-burn High Rd. Mai 4801/2/3 & 7082. Retail

L ONDON, N.1.—Cattermoles (Garages), Ltd., 79-89
Pentonville Rd. Terminus 1001/7. Humner retail

LONDON, N.12.—Lindsay Brothers, Ltd., 923-925, High Rd., North Finchley. Hillside 1022. Area

LONDON, N.17 -Robert Chidley, Ltd., 658, High Rd. OND JN. E.1.—Zen.th Motor & Engineering Works, Ltd., 585-593. Co.nmercial Rd. Stepney Green 1851 (20 lines) Retail dealers

LONDON, E.7.—Forest Gate Motor Co., 513, Romford Rd. Forest Gate Grangewood 8166. Retail

LONDON, E9-Homerton Garage, Ltd., 112, High St., Homerton Amberst 0236. Retail dealers.

L ONDON, E.11.—Nightingale Motors, Ltd., Nightingale Lane. Tel Wansted 5155. Retail dealers.

L ONDON, S.E.1.—Stockhiss Garages, 450, Old Kent Rd. Tel Ber. 157//8 Main dealers.

LONDON, 6.E.6.—Carris Motors, Ltd., 104-106, Bromley Road, Catford, Hither Green 3451. Area

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge, Tel Lee 8585. Area dealers. LONDON, S.E.15 - Regal Garage (Old Kent Rd.), Ltd., 814. Old Kent Rd., Peckham, New Cross

LONDON, S.W.2.—Escott & Co. (Brixton), Ltd., SI Acre Lane, Brixton, Brixton 5407/8 Retail

L ONDON, S.W.6.—Atalanta Service Station, 79-91, New Kinks Rd. Renown 1183. Retail dealers. LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., S Kensington, Fre. 3333. Retail

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington. Kensington 6642. L ONDON, S.W.12.—Nightingale Engineering Co., Ltd. Western Lane, Nightingale Lane, Battersea 2195.

LONDON, S.W.19 -Burt's Motors, 1, High St., Colliers Wood Liberty 8252. Retail dealers. MAIDENHEAD (Berks).—R. S. Mead (Sales), Ltd., 42, Queens St. Maidenhead 3431/2. Area

NEWPORT (Mon.).-P. M. Morgan & Co., Ltd., 57-59, Chepitow Rd. Tel. 58411 (8 lines). Main

NEWTON MEARNS -- Andersons (Newton Mearns) Ltd. 268, Ayı Rd., Newton Mearns 2271, Mair

NORTHAMPTON.—Arthur Mulliner, Ltd., Bridge St Tel. Northampton 907. Humber main dealers.
OLDHAM.—Renton: Garages, Ltd., Manchester Rd., Hollawood Tel Main 1979 & 5965. Retail.

PETTS WOOD (Rent: Dunstonian Garage, Station Sq. Tel Ordragton 24252, Area dealers, PINNER (Middx) -Northwood Hills Motor Co., Joel St., Northwood Hills, Northwood 3271/2, Retail

POOLE (Dorset).—Parkway Garages, Ltd., Sandban's Rd., Par stone. Canford Cliffs 78078 & 78278

READING (Berks) .- Reading Garage Co., Ltd., Cork ROMFORD (Essex).—The Links Garage, Collier Row Tel. 3832. Humber area dealers.

ROMFORD.—Romford Commercial Cars, 20-28, London Rd. Tel. 45944. Humber area dealers.

R OMSEY.—B. A Rolfe & Sons, Ltd. Tel. Romsey 185/6/7. Humber main agents.

R UGBY.—Geo. T. Hilton & Co., Ltd., North St. Tel. 2291/2. Main dealers.

SOUTHAMPTON. -A'ec Bennett, Ltd., 133, Ports-wood Rd. Tel. 54081 (5 lines). Main dealers. SOUTHPORT.—Kirbys, Ltd. 91, Lord 84, Tel. Southport 4153, Humber distributors, ST. ALBANS (Herts).—Grimaidi Bros., Ltd. Tei 55595, Humber area dealers.

SURBITON.—H Taylor & Co., 1-2, The Crescent. Embridge 0081 (2 lines). Area dealers.

SUTTON (Surrey). —Phænix Motor Co. (Surrey), Ltd., Phænix House, High St. Vigilant 0161 (8 lines). TEYNHAM (Kent) .- Ferrell & Baker. The Garage

TOTTENHAM, N.17.—Hale Motors (Tottenham), Ltd., The Hale, Tel. Tottenham 7771/4, Stocking

WATFORD (Herts).—The Watford Motor Co., Ltd., High St. Watford 3875 & Gadebrook 2219, WEYBRIPGE.-R. J. Shanks & Co., Itd., Baker St. Weybridge 2288 (2 lines). Area dealers. WOKING (Surrey).-L. F. Dove, Ltd., Guildford Rd. Tel. Woking 1282. Retail dealers.

ISETTA Motors, 51-53, Cauldwell St. BEDFORD.—Dawsons Moto

BOGNOR REGIS (Sussex).—Bognor Station Garage 20, Longford Rd. Bognor 2102. Area distributors. CAMBRIDGE.—Birch's Garage, Ltd., 49-51, Victoria Rd. Cambridge 4589 B.M.W. Isetta dealers. CHADWELL HEATH (Essex).—Reginald Smith Motor Cycles, Ltd., 230-234, High Rd. Seven Kings 9937 Main dealers.

DAGENHAM.-Reginald Smith Motor Cycles, Ltd.. Imperial House, New Rd. Dominion 0151. Main

HAMPSTEAD, N.W.3.—Walter Scott Motor Co., Ltd. 39, College Cres. Tel. Pri. 4466. PSWICH.—McNamara Motors, Ltd., St. Helens St. Tel. 56363 (4 lines). Distributors.

KINGSTON-UPON-THAMES,—Arthur Cook Motors, Ltd., 158, Cambridge Rd. Tel. 9816. Retail LONDON, W.1.—M.P.H.W. Sales, Ltd., 23. Piccadilly Tel Gerrard 6055. B.M.W Isetts distributors.

LONDON, W.11.—M.P.H. W. Sales, Ltd., 186, Holland Para Ave. (by Shepherds Bush Oreen). Para 2410 CONDON, W.12.-M.L.G. Motor Cycles. Ltd., 105. Goldnawk Rd. Tel. She. 3722. Area dealers.

LONDON, S.W.19.—Tom Allery Automobiles, 68, Hill Rd., Wimb.edon. Tel. 3848. Area dealers. MITCHAM (Surrey).-Mil.ars Motors (Mitcham), Ltd., 365-365, London Rd. Tel. Mitcham 0629

MORDEN (Surrey).—E.m Auto Sales (Morden). 28-50. Abbotsbury Rd. Tel. Mitcham 7122. Area

R IPLEY (Surrey).—Colborne Garage, Ltd., Tel. Ripley 2361/2. B.M.W. Isetta distrib SiDCUP (Kent).—Vaughan Motor Works, 287. Main Rd. Tel. Foots Cray o518. Official dealers. SOUTHAMPTON.—Lawton & Wilson, 264, Millbrook Rd. '1el. 27744. B.M.W. Isetta distributors.

SOUTHPORT. -Lifes Motors, Ltd., 32-36, West St. Tel 3774, Isetta distributors.

Tel 5774. Isetta distributors.

TONBRIDGE (Kent).—Pemburg Road Garage (Prop. N. C. Louch). Tel. 5947. Main agents.

TROWBRIDGE (Wilts).—F. Sieightholme & Sons, Newtown. Tel. Trowbridge 2019. Area dealers.

TRIRO.—W. H. Collins & Son. Kenwyn Mews. Tel. 2168. B.M.W. Isetta area dealers.

WOKING.—M.P.H.W. Sales, Ltd., 67, Goldsworth Rd. Tel. Woking 5251. B.M.W. Isetta distributors.

WOLVERHAMPTON.—Penn Motor Services, Ltd.—Penn Rd. Tel. 36632 & 38271. B.M.W. Isetta

BARNET (Herts).—Odeon Motors, Ltd., Great North Rd. Tel. Barnet 1144. BEXLEYHEATH.—W. T. Richards (Bexleyheath), Ltd., 74-76, Broudway. Tel. Bexleyheath 1666.

BRENTWOOD (Essex).—R. J. Blake, Kings Road Motorworks. Brentwood 242. Area dealers. BROMLEY (Kent).—K. J. Motors, Ltd., widmore Rd. Tel. Ravensbourne 3456 (8 lines). Area dealers.

CHELSEA, S.W.3.—Kayp Don, Ltd., Pontae Works.

C. Jubilee Place. Fixxman 7752. Official dealers.

5. Judice Flace. Flatana (Colchester). Ltd., 42 Crouch St. Colchester 3185 6. Jaguar district

COVENTRY.—S. H. Newsome & Co., Ltd., Corpora-tion St. Tel. 5061. Distributors.

CRAWLEY (Sussex).—Fields Engineering Co (Crawley), Ltd., 86-92, High St. Crawley 25533. Area dealers North Sussex. CROYDON.-Moore's Presto Motor Works, Ltd., Tam-worth Rd. & Derby Rd. Croydon 6004 (6 fines)

DORKING.-P. W. Mays & Co., Ltd., 105, South St. Tel. 2244. Area dealers.

EASTBOURNE.—Willetts (Eastbourne), Ltd., Jaguar House, South St. Tel. Eastbourne 1870/1. EPSOM.—Page Motors, Ltd., 70, High St. Tel. 9681/ 2/3. Area dealers.

ETON (Bucks).-Eton Garages, 124, High St. Tel. Windsor 2782. Dealers.

EXETER.-A. J. Beal, Ltd., 6, Bridge St. & 23-24, Queen St. 75237/8. Distributors. FARNHAM (Surrey).-Mike Hawthorn, Tourist Trophy Garage, Ltd., East St. Farnham 5363.

GUILDFORD.—Coombs & Sons (Guildford), Ltd. Portsmouth Rd. Tel. 62907. Jaguar main dealers. HAMPSTEAD. N.W.3.—Rowland Smith (Motors). Ltd., Hampstead High St. Ham. 6041. Retail

HARROW (Middx).—Blue Star Garage, Alexandr. Ave., Rayners Lane. Pinner 3854. Area dealers HAYWARDS HEATH.-H. E. Griffin Motors, Ltd., Commercial Square & Queens Rd. Tel. 395/6/7.

HERTFORD.—Highway Motors (Hertford), Ltd., 80, Ware Rd. Tel. 5692. Area dealers.

ITTLEHAMPTON (Sussex).—Cuff Miller & Co., Ltd., Thorncroft Garage Horsham Rd. Little-hampton 493. Agents.

L ONDON, W.1.—Henlys, Ltd., 88, Piccadilly, Jaguar distri-showrooms. Tel. Hyde Park 0247. Jaguar distri-

LONDON. W.1.—K.D.M. & Cherrington, Ltd., 9. Albemarle St. Tel. Grosvenor \$551.

LONDON, W.1.—Philip Rickards, Ltd., 4, Brick St.
Park Lane. Gro. 4772 & 4357, Retail dealers. L Court Rd., Kensington, Western 4544, Dealers, L ONDON, W.11.—Chipstead Motors, Ltd., 142, Holland Park Ave. Park 3445/6. Retail dealers.

LONDON, E.C.1.—Express Motor & Body Works, Ltd., 150, Goswell Rd.—Tel. Clerkenwell 4425.

GUAR—Continued

Martin Motors (Highgate),

St., High ate. Mountvie

LONDON, N.W.1.—Henlys, Ltd., Henly House, Euston Rd. Tel Euston 4444. Jaguar distribu LONDON, N.W.?.—Hillwood Motors, Ltd., 559, 565-571, Watford Way. Mill Hill 4235. Appointed

LONDON, N.W.11.—Henlys, Ltd., Henlys Corner. North Circular Rd. Golders Green. Finchley 0081.

LONDON, E.7.—R. P. Powell Motors. Ltd., 321. Romford Rd., Forest Gate. Maryland 7781.

ONDON, S.E.13.—J. E. Bird Automobiles. Ltd., 118— 120, High Rd. Lee. Lee Green 1072. Main dealers. ONDON, S.W.1.—Clarke & Simpson, Ltd., 49. L. Sloane Sq. Sloane 0436/7/8. Retail dealers. LONDON, B.W.2 —Rose & Young, Ltd., 65-69, Stern-hold Ave. Streatham Hill Tulse Hill 6464, 8182.

LONDON, S.W 4. Park Hill Motors (Clapham), Ltd., 74. Park Hill, Clapham. Macaulay 7214. Retail

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., S. Kensington, Fre. 3333. Retail

dealets.

LONDON, B.W.7.—Offord & Sons, Ltd., 154, Gloucester Rd. Tel. Fremantle 3368.

LONDON, S.W.7.—Haroid Radford & Co., Ltd., Melton Court. South Kensington & Rensington 6642.

MAIDENHEAD (Berks).—Hall's Garage, Windsor Rd. Tel. Maidenhead 713. Jaguar district agents.

MAYFAIR, W.1.—Charles Follett, Ltd., 18, Berkeley 81, Mayfair 6266/7/8. Retail dealers.

DALMERS GREEN N.13.—Saul & Stater Ltd.

PALMERS GREEN N.13.—Saul & S'atter, Ltd., Aldermans Hill. Fox Lane 1066. Main dealers. DIRBRIGHT (Surrey).—Clarke's of Pubrish, Ltd., Guildford Rd. Brookwood 2201/2. Retail dealers.

PLYMOUTH.-Vospers Motor House (Plymouth). Ltd., City Centre. Tel. Plymouth 64277/8/9. Retail

dealers.

PUTNEY. S.W.15.—Robbins of Putney Ltd., 96 & 98.
UDper Richmond Rd. Putney 7881/5.

SALISBURY.—Wyndham Motors. Ltd., 194. Castle St. Tel. Salisbury 5347. Jaguar area dealers.

SLOUGH (Bucks).—Peerless Motors Ltd., Bath Rd. Tel. 2521/2/3 Jaguar main dealers.

SOUTHAMPTON.—Revis Car Sales. Ltd., 9-27, New Rd. Tel. 22334 Jaguar stockista.

ST. ALBANS.—W. M. Couper, Ltd., Catherine St. Tel. St. Albans 54343. Main_agents.

St. ALBANS (Retrs).—St. Albans Motor Co., 117, London Rd. Tel. 57406. 58226. Retail sub-dealers. TUNBRIDGE WELLS.—Wards Service Garage. Ltd., TUNBRIDGE WELLS.—Wards Service Garage. Ltd., TUNBRIDGE WELLS.—Wards Service Garage. Ltd., 1986. TUNBRIDGE WELLS - Wards Service Garage, Ltd., 319-323, St. Johns Rd. Southborough 1000. Area

WALTON-ON-THAMES.-H. W. Motors, Ltd., Bridge Motor Works, New Zealand Ave. Tel. 2404.

WEMBLEY (Middx).—Lex Garages, Ltd., Wembley Court Motors, High Rd. Wembley 8787. Dis-

WEYBRIDGE (Surrey).—Weybridge Automobiles, Ltd., Queen's Rd. Tel. 2233 (5 lines). Area WORTHING.—Boorers Garage, 53, Broadwater St. Tel. Worthing 5467/8. Jaguar area dealers.

YCRK.-Micklegate Motor Co., Ltd., Micklegate Bar, York. Tel. 25388 Area dealers.

GUILDFORD.—Coombs & Sons (Guildford), Ltd.,
Portsmouth Rd. Tel, 62907. Jensen main dealers. L ONDON S.W.2.—Rose & Young, Ltd, 65-69, Stern-hold Ave., Streatham Hill. Tulse Hill 6464, 8182. MAYFAIR, W.1.—Charles Follett, Ltd., 18. Berkeley St. Mayfair 6266/7/8 London & Rome Coun-ties distributors, except Surrey.

LANCIA A LPERTON (Middx).—Lancia (England), Ltd., 372, Ealing Rd. Tel. Perivale 5656. Sole conces-

LONDON, W.11.—John S. Truscott, Ltd., 173, West-bourne Grove. Bayswater 4274. Distributors. LOTUS

LONDON, M.S.-Lotus Engineering Co., Ltd., 7. Tot-tenham Lane. Fitzroy 1980 Lotus manufacturers,

M.G. A BERDEEN.—Town & County Motor Garage, Ltd., 19, Justice Mill Lane. Aberdeen 22385. Distribu-

A SHFORD (Middx).—Herd's Garage & Eng. Co., Ltd., 404, Staines Rd. West. Tel, 2084 & 3908. Retail dealers.

A YLESBURY (Bucks).-The Bucks Motor Co., Ltd., A 24-26 Orent Western St. Aylesbury 2264, BARNET (Herts).-Odeon Motors, Ltd., Great North

BATH.—The Bath Garages, Ltd., James St. West. Tel. Bath 3255 (5 lines). Distributors.

BATLEY (Yorks).—Stan Griffiths. Ltd., Bradford Rd. Tel. Batley 1273. Retail dealers.

BECKENHAM (Kent).-Saunders Ablott, Ltd., 1, W.ckham Rd. Tel. Beckenham 7276. Retail

BELFAST.--Chambers & Johnston, Ltd., 6-24, Agin-

BEXLEY (Kent).—W. J. Whitehouse, Westmount Garage, Elendon Rd. Bexleyheath 7551. Retail

Blandford (Dorset).—The Badger Garages, Ltd...
Tel, Blandford 615 (2 lines). Retail

BOGNOR REGIS.-W. Jones & Sons, Lennox St.

SPECIALISTS FOR - NEW CARS. COMMERCIAL CARAVANS &

BRADFORD.—Turf Motors of Frisinghall. Ltd., Frizinghall. Tel. 41337 (4 lines). M.G. distributors. BRENTWOOD.—Brentwood Engineering Co., Ltd., Brook St. Tel, Brentwood 2002. Retail dealers. CHEAM.—Cheam Motor & Engineering Co., Lad... Ewell Rd. Vigilant 0125/6/7. Retail dealers.

CHELTENHAM (Glos).—Regent Motors (G. Readings, Ltd.), Regent 8t. Tel. 2041 (4 lines). Dis-

CHRISTCHURCH (Hants).—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd. Tel. High-COLNE. D. Ritchen, Ltd., Atlas Garage, Skipton Rd. Tel. Coine 404/5. Distributors.

CROYDON.—Moore's Presto Motor Works, Ltd., Tamworth Rd, and Derby Rd. Croydon 6004 (6 lines). Retail dealers.

DENHAM (Bucks).—Denham Service Station, Ltd., Oxford Rd. Denham 2266. Retail ...alers. DEWSBURY (Yorks).—Stan Criffiths, Ltd., Sentinel Garage, Ravensthorpe, Dewsbury 3440.1 Retail

DORKING -- Dorking Motor Co., Ltd., Reigate Rd.

ENFIELD (Middx).—Richard France, Ltd., 68 & 69. Lancaster Rd. Enfield 6727. Retail dealers. EWELL (Surrey).—Dawnier Motors, Ltd., Ewell By-Pass Tel. Ewell 23b2/5/4. Retail dealers.

HAMPSTEAD, N.W.3.—Rowland Smith (Motors), Ltd., Hampstead High St. Ham. 6041. Retail

KING'S LYNN,—Philip H. Johnson, Ltd., Opposite G.P.O. King's Lynn 2424. Retail dealers. K NUTSFORD (Cheshire).—Bucklow Garage, 1.td., Bucklow Hill, Bucklow Hill 3227 M.G. retail

LONDON, W.1.-K.D.M. & Cherrington, Ltd., 9.
Albemarie St. Tel. Grosvenor 5551.

L ONDON, W.1.—S. Morris & Co., 40, Conduit St. Regent 0424 (6 linesr. Agents.

L ONDON, W.1.—Baril Roy, Ltd., 161, Gt. Portland St. Langham 7735/4/5. Retaff dealers.

LONDON. S.W.1.—Clarke & Simpson, Ltd., 49, Sloane Square. Tel. Sloane 0456/7/8, M.G. retail

CONDON, S.W.2.—Wilson's Automobiles & Coach-works, Ltd., 36-38, Acre Lane. Tel. Brixton 4011. Retail dealers.

CONDON, S.W.3.—Tankard & Smith (Chelsea). Ltd., 194-198, King's Rtd. Flaxman 4801 (5 lines). Re-

CONDON, S.W.5.-R. C. Wimbush, Ltd., 312, Earls Court Rd. Tel. Fremantle 8401; CONDON, S.W.17.—Barkers Motors (London), Ltd. 209 Balham High Rd. Balham e666. Retail

LOUTH (Lines).-G. Harniess, Louth Motor Garage, Queen St. Place. Tel. 341. Retail dealers.

MITCHAM (Surreyl,-Parade Motors (Mitcham), Ltd., Monarch Parade, Tel. 3392 & 7188, M.G.

NEWCASTLE-UNDER-LYME (Staffs) .- Henry Farr & Son, Ltd., Brunswick St. Newcastle 67321/2. Retail dealers.

PALMERS GREEN, N.13 - Saul & Statter, Ltd., Addermans Hill, Fox Lane 1066, Retail dealers, READING (Berks), Loddon Bridge Motors, Ltd., Earley, Tel. Reading 61602, M.G. retail dealers. R ICHMOND - The Black Horse Oarage (Richmond), Ltd., 174-6, Sheen Rd., Richmond 6441-3, Retail

R OMFORD (Essex).—Romford Motor Co., Ltd., 181. South St. Romford 61200. M.G. retail dealers. RUSTINGTON (Sussex),—R. Hardy & Son (Rustington), Ltd., Sea Lanc. Rustington 247. Retail

SALISBURY.—Wessex Motors, New St. Tel. Salisbury 3275 6 M O. distributors SHEFFIELD.—Heeley Bridge Garage, Ltd., Broadfield Rd. Tel. 52404-5. M.G. retail dealers.

SLOUGH.-Wilcox (Slough), Ltd., Morris House, Chandes St. Tel. 24181/2. Retail dealers. ST ALBANS (Herts).—Harper Auto Sales, Ltd., 193. Hatfield Rd. Tel. St. Albans 54412.

ST. ALBANS (Herts).—St. Albans Motor Co., 117. London Rd. Tel. 57406, 58226. Retail dealers. ST. HELENS (Lancs).-McLean & Appleton, Ltd., Prescot Rd. Tel. 2253.

THAMES DITTON (Surrey) -Guy Salmon Automobiles, Portsmouth Rd, Tel. Emberbrook 5551 (PBX). WALLINGTON (Surrey).—Jack Rose, Ltd., Stafford Rd. Tel. 6677/8.

WARRINGTON.—Hawthorns Motor & Engineering Co. (Collins Green), Livi., Penny Lane, Collins Green. Newton-le-Willows 2356. Retail dealers.

WIMBLEDON, S.W.19.—Jarvis & Sons, Ltd., Morris House, Morden Rd. Liberty 8221/8. Retail

Winsford 2241/2 day, 5250 night. Area dealers. WORTHING. -K. N. Rudd (Engineers), Ltd., 41, High St. Tel. 7775/4. Retail dealers.

YORK -- Micklegate Motor Co., Ltd., Micklegate Bar, York Tel. 25388. Distributors.

MERCEDES-BENZ A YLESBURY. - Keith Garages, L Aylesbury 3434. Mercedes-Ber

BOURNEMOUTH, Modern Light Cars (Bourne-mouth), Ltd., 318-320, Holdenhurst Rd. Boscombe

BRENTFORD (Middx).—Mercedes-Benz (Gt. Britain) Ltd., Great West Rd. Tel. Ealing 3070.

CARDIFF.—Ralphs Garages (Cardiff). Ltd., 3a Cathedral Rd. Tel. Cardiff 29239. Distributors CHELMSFORD.-Campridge Motors, Springfield Rd. MERCEDES-BENZ—Continued STONE—C. L. & H. L. Blundell, stchurch Rd. and Bouverie Rd. West. 26 & 5669. Dealers.

LONDON, W.I.—Taylor & Crawley, 42a, Audley St. Tel. Grosvenor 6881/4. Distrib L ONDON, W.11.—John S. Truscott, Ltd., 173, West-bourne Grove. Bayswater 4274. Distributors. WEYBRIDGE.-Wood's Garages, Ltd., High St. Tel., Weybridge 2268/9. Mercedes-Benz agents.

WOKING -- Woking Motors, Ltd., Maybury Tel. Woking 4277. Distributors Surrey & Se

MESSERSCHMITT
LONDON, W.1.—M.P.H.W. Sales, Ltd., 23. Piccadilly
Tel. Gerrard 6055. Messerschmitt distributors. LONDON, W.II. - M.P.H.W. Sales, Link., 186, Holland Park Ave. (by Shepherds Bush Green). Park 2410.

PLYMOUTH.-Olfords Garage, 67. Crownhill Rd., Crownhill. Plymouth 72545 (2 lines) Messer-

Schmitt distributes.

S COUTHAMPTON.—Testwood Motors, 539, Salisbury
S Rd., Totton, Tel, Totton 5611/2. Main distributors,
TRURO.—W. H. Collins & Son, Kenwyn Mews. Tel.
Z 169. Messerschmitt area dealers

WOKING.—M.P.H.W. Sales, Ltd., 67, Goldsworth Rd. Tel. Woking 5251. Messerschmitt dis-

BROMLEY (Kent).—Johnson & Brown St. Tel. Ravensoourne 8841/2. n. 268-272, High

EAST HAM, E.6.—Traynor Motors, Ltd., 153-135, High St. South. Grangewood 2530 & 5854. Retail

FARNINGHAM (Kent) Penwarden & Frost, Ltd., Farningham Service Station, Tel. 2366/7. Retail HAMPSTEAD, N.W.3.—Rowland Smith (Motors) Ltd., Hampstead High St. Ham 6041. Retail

LIVERPOOL.—Voss Motors, Ltd., Renshaw St. Tel. Royal 5685, Metropolitan distributors. LONDON, W.I.—Nash Concessionaires, Ltd., Albany St. Tel. Euston 5558/9, Retail dealers.

ONDON, S.W 19.—Wimbledon Motor Works, Ltd., 29, High St., Wimbledon Common. Wimbledon Ol23. Distributors.

PUTNEY, S.W.15.—Robbins of Putney, Ltd., 96 & 98.

MOPETTA

LONDON, W.1.—M.P.H.W. Sales, Ltd., 23, Piccadilly, Tel. Gerrard 6055. Mopetta distributors. LONDON, W.11.—M.P.H.W. Sales, Ltd., 186, Holland Park Ave (by Shepherds Bush Green) Park 2410.

WOKING.-M.P.H.W. Sales, Ltd., 67, Goldsworth Rd. Tel. Dorking 5251. Mopetta distributors.

MORGAN

BROMLEY (Kent). Johnson & Brown, 268-270, High St. Tel. Rayensbourne 8841/2. Distributors. L ONDON, W.1.—Basil Roy, Ltd., 161, 62. Portland St. Langham 7735/4/5. Distributors.

L ONDON. W.5.—F. H Douglass, Ia. South Failing Rd., Ealing, Ealing, 6870. Distributors.

L ONDON. N.2.—Motourists (London), Ltd., Great North Rd., East Finchley Station. Tudor 2301/2.

MALVERN (Worcs).—Bowman & Acock. Ltd., Pickersleigh Garage, Worcester Rd. Malvern 262. PLYMOUTH.—Olfords Garage, 87, Crownhill Rd. Crownhill Plymouth 72545 (2 lines). Morgan

ROMSEY -B. A. Rolfe & Sons, Ltd. Tel. Romsey 3185/6/7. Morgan distributors.

SHOREHAM-BY-SEA.—Frost's Cars Ltd., 398, Brighton Rd. Tel. 3584/5. Morgan Sussex main SOUTHPORT.-Lifes Motors, Ltd., \$2-36, West St.

MORRIS

ACTON. W.3.—Stewart & Ardern, Ltd., Morris House, The Vale. Shepherds Bush 5130. Dis-

A DDINGTON (Surrey).-L. F. Ward, Ltd., 215, Sels don Park Rd. Addiscompe 8941, Retail dealers ASHFORD (Middx).—Herd's Garage & Eng. Co. Ltd. 404, btaines Rd., West. Tel. 2094 & 3908 Retail dealers.

A YLESBURY (Bucks).—The Bucks Motor Co., Ltd. 24-26, Great Western St. Aylesbury 2264. BANBURY.—The County Garages, The Cross. Tel. Banbury 2458. Morris retail dealers. BANSTEAD.—Prospect Garage (Banstead). Ltd. Brighton Rd. Tel. Burgh Heath 2202/3. Retail

BARHAM (Nr. Canterbury) .- Arter Bros., Ltd., Dover Rd. Tel. Barham 356. Retail dealers.

BATH.—The Bath Garages, Ltd., James Street West. Tel. Bath 5255 (5 lines). Distributors.

BATLEY (Yorks).—Stan Griffiths, Ltd., Bradford Rd. Tel Batley 1273. Retail dealers. BELFAST.—Chambers & Johnston, Ltd., 6-24, Agfa-court Avenue. Tel. Belfast 24193, Morris retall

BEXRILL T. R. Page & Co., Ltd., Morris House, 68. Sackville Rd. Bexhill 2255 Distributors East

BLANDFORD (Dorset).—The Badger Garages, Ltd., Blandford, Tel. Blandford 615 (2 lines). Retail

BOONOR REGIS.-W. Jones & Sons, Lennox St.

BOOKHAM (Survey).—West Surrey Motors Ltd., Guildford Rd Little Bookham 230 Retail

MORRIS—Continued

BOURNEMOUTH.—Four Square Garage, Ltd., Column bia Rd., Employry Park. Winton S. Stocking

BRADFORD.—Eric S. Myers, Ltd., "Re Werry Depots," Manningham Lane. Tel. 25501 (3 lines) Sole distributors Bradford and district. BREDE (E. Sussex).-H. C. Hartnell, Ltd. Tel. Breds

BRENTWOOD.—Brentwood Engineering Co., L46
Brook St. Tel. Brentwood 2002 Retail dealers BRIDGWATER.—Real Mediand & Wills, Lad., Mon-mouth St. Tel. 2639. Morris dealers.

BROMLEY (Kent).—R.J. Motors, Ltd., Widmer, Rd. Tel. Ravensbourne 3456 (8 lines). Retri-

BROMLEY (Kent).—Crossland Motors, 7, Bromles Common, Tel Rayensbourne 2004 Morris retal BROOKWOOD (Surrey).—The Conneight Garage & Motor Worss (Brookwood). Ltd., Cross Roads

CARSHALTON (Surrey).—Cambridge Garage (Carabalton). Ltd., 322, Carabalton Rd Tel. Vigilant

CATERHAM (Surrey) .- Layham's of Caterham, Orey-

CATFORD, S.E.S. Stewart & Ardern. Ltd., Morry

CHEAM.—Cheam Motor & Engineering Co., Eweil Rd. Vigilant 0125/6/7 Retail deale

CHELTENHAM (Glos) Regent Motors (G. Roadings, Ltd.), Regent St. Tel. 2041 (4 lines). Re-COLNE .- D. Kitchen, Ltd., Atlas Garage, Skipton Rd. Tel. Colne 404/5. Retail dealers.

COULSDON (Surrey) -Star Lane Garage, Ltd., 20 Brighton Rd., Hooley, Downland 257 Retail

CRANLEIGH (Surrey).—The Cranleigh Motor Os. CROYDON (Surrey). -Bale & Co. Ltd. \$7-59. South

CROYDON (South).—C. W J Coles (Croydon), Ltd. 18. Blunt Rd Tel. Croydon 0074 5 CROYDON.—Moore's Presto Motor Works, Ltd., Tam-worth Rd & Derby Rd Croydon 6004 (6 lines). Retail dealers.

CROYDON.—Onward Meters (Croydon), Ltd. 417-421 Brighton Rd. Tel. 3468 (3 lines). CROYDON.—Stewart & Ardern, Ltd., Morris House Bensham Lane Broad Green. Thornton Heath 1152. Distributors

DALSTON, E.S.—Stewart & Ardern, Ltd., Morris House, Kingsland High St. Clissold 0471 Distri-

DENHAM (Bucks).—Denham Service Station 146. DEWSBURY (Yorks).—Stan Griffiths. Ltd., Sentine Garage. Ravensthorpe. Dewsbury 344). I. Retail

DORKING.-Dorking Motor Co. Ltd., Reigate Md. DOWNHAM MARKET (Norfolk) -A T Johnson Stude Road Filling Station Denver. Downham Market 2115 Dealers

DUNTON GREEN (Kent) - Jessup's Garage, Tel. Dunton Green 259 Morris retail deale EAST HAM, S.6.-Traynor Motors, Ltd., 133-125, High St. South. Grangewood 2530 & 5634. Retail

ENFIELD (Middx).—Richard France. Ltd., 63 & 68 Lancaster Rd. Enfield 6727 Retail dealers. ENFIELD (Middx).-D. J Shepherd & Co., 434-6, Hertford Rd Howard 1631 Retail de EPSOM.—Wilsons Automobiles & Coachworks, Lac. 1 Dorking Rd. Tel. 3901. Retail dealers. EWELL (Surrey).—Dawnier Motors, Ltd. Ewell By-Pass, Tel Ewell 2362-3/4 Retail dealers. FERNDOWN (Dorset) -- Baker Bros. (West Moore)

FINCHLEY, N.S.—Pope's at Pinchley, 33-45, Ballard Lane. Tel. Pinchley 0115/7. Morris retail dealers GILLINGHAM (Dorset).—Budden's Garage Ltd.

East Stour. Tel. East Stour 258 Retail dealers. GC! DERS GREEN, N.W.11.—Stewart & Ardern. Ltd. Morris House Finchley Rd Speedwell 9711/2/3

GORING-ON-THAMES (Oxon).-James Franklin, The

GRAVESEND (Kent) -Martin's Garage. Singlew Rd. Tel. Gravesend 6148 9. Morris retail dealer GRAVESEND.—Spooner Motors, Ltd., The Graves HALSTEAD (Kent).—C. R. Wood & Son. The Retress Garage, Polhill Badgers Mount 247. Agents.

HAMPSTEAD, N.W.S.—Rowland Smith (Motors), Ltd., Hampstead High St., Ham 6041. Retail HOLLAND-ON-SEA (Essex).-Rolland-on-Sea M

HOUNSLOW (Middx).—Kings Motors (Hounslow) Ltd. 1. High St. Hounslow 3532. Retail dealers

HYDE John Ruscoe & Co., Ltd., behind G.P.O. GHTHAM, Nr. Sevenoaks (Kent).—Durlings Garage Tel Borough Green 231 Retail stocking dealers.

LFORD (Essex).-Stewari & Ardern, Ltd., Merris House, 545, High Rd. Hford 2225. Distributors. KEW GARDENS, Richmond (Surrey), Westons Gardage (Kew), Ltd., North Rd. Prospect 4479. Reval

KINGS LANGLEY (Herts) -A. H. Ampleford, Sugar Street Garage Kings Langley 2724 Morris agent

COMMERCIAL VEHICLES SPECIALISTS FOR - NEW

MORRIS—Continued

KNUTSFORD (Cheshtre).—Bucklow Garage, Ltd..
Bucklow Hill. Bucklow Hill 3227. Morris retail

L AMBERHURST (Kent).-F. J. Avards & Co., High Street Garage. Lamberhurst 217. Retail dealers. EIGH-ON-SEA (Essex).—Gordon Garage (Leigh-on-Sea), Ltd., 1647-1653, London Rd. Leigh 73240 Retail dealers.

LONDON, W.I.—Godfreys, Ltd., 208-210, Great Port-and St Euron 4632'4, Retail dealers. LONDON, W.I.—R Hardy & Son, 55, Marylebone High St. Hunter C942. Retail dealers.

LONDON, W.1 - K.D.M. & Cherrington, Ltd., 9.
Abemarle St. 7el. Grosvenor 5551.

Dondon, W.1.—S. Morris & Co., 40, Conduit St.
Regent 0424 18 lines). Agents.
Dondon, W.1.—Shilip Rickards, Ltd., 4, Brick St..
Park Lane. Gro. 4772 & 4557, Retail dealers.
Dondon, W.1.—Basil Roy Ltd., 161, Gt. Portland St. Langham 7735/4/5. Retail dealers.

ONDON. W.I.—Stewart & Ardern. Ltd.. Morris House. Berkeley Sq. Mayfair 7680. Distributors. ONDON. W.2.—R. S. Currie & Co., Ltd., 405 West-bourne Grove. Bayswater 0085. Retail dealers. LONDON, W.S. - Normand, Ltd., 405-9, King St. Riverside 3665/6 Morris retail dealers.

LONDON W 12.—Conway Motors, 299-309, Goldhawk Rd., Shepherds Bush. Riverside 4872/3. Retail

LONDON, W 14.—Smith & Hunter, Ltd., 376-378.
Kensington High. t Western 2312 & 6417. L ONDON, E.C. 1—Express Motor & Body Works, Ltd...

ONDON, E.C.2.—Paul Street Garage, Ltd. 20, Paul St. Bishopsgate 6781/2.5/4, Retai. dealers.

ONDON, W.C.1.—Gjadwell & Kell (1952), Ltd., Ampton Street Works, 8-20, Cubitt St. Terminus 4461. Retai. dealers.

LONDON, N.W.3 -E. L. Mendel, Ltd., 297, Finchley Rd. Tel. Speedwell 9891/2. Retail dealers. ONDON, N.W.9.—K'ngsbury Motors, Ltd., Kings-bury Rd Tel. Collnda'e 9671. Merris Retail

LONDON, N.W.10.—Burge & Inglis (Motors), Ltd.
Dudden Hill Lane, Neasden, Willesden 4869

LONDON, N.W.13.—Blue Star Garages, Ltd., 617. Finchiey Rd. Hampstead 2254 (3 lines). Retail

LONDO:1, N.2.—Lyttelton Garage, Lyttelton Rd., Hampstead Garden Suburb, Spc. 3500, Retail

LONDON, N.S.—Lyne. Frank & Wagstaff, Ltd., 163, Tottenham Lane. Crouch End. Mountview 4401 Retail dealers.

LONDON. N 16. -Hunter Motors, Ltd., 85-87, Stoke Newington Rd. Clisso'd 0031/5, Retail dealers.

ONDON, N 21.—Winchmore Hill Garage, Ltd., 804-8, Green Lanes Winchmore Hill. Laburnum 6852-4

Ltd. 585-593. Commercial Rd. Stephey Green 1851 (20 lines). Retail dealers.

LONDO. E.6.—Norman Thomson (Motors), Ltd., 255-7, Barking Rd., East Ham. Grangewood 2933.

LONDON, E 11.—Godfreys Ltd., Bushwood Corner, Leytonstone, Wanstead 2433, Retail dealers LONDON, S.E.10 -East Greenwich Garage, Ltd., 48-58, Trafa gar Rd., Greenwich, Tel. Gre. 4776/7. LONDON, S E.24 —George Osborne, Ltd., Herne Hill Rd. Tel. Brixton 2087/8/9.

LONDON, S.E.26.—Hillier Motors, Ltd., 144-156.

Dartmouth Rd Forest Hill 9351/2 & 2432. Retail

LONDON, S.W.1.—Clarke & Simpson, Ltd., 49. Sloane Sq. Sloane 0436/7/8, Refail dealers. LONDON, 8.W.2.—Wilson's Automobiles & Coach works, Ltd., 36-38, Acre Lane. Brixton 4011

LONDON, S.W.3 — Tankard & Smith (Chelses), Ltd., 494-198, King's Rd. Flaxman 4801 (5 lines). Retail dealers.

LONDON, S.W.6.—Tanner Bros. Motors., Ltd., (Est. 1918) 871/5, Fulham Rd Renown 4494/6. Retail

L ONDON, S.W.7.—Rawlings Bros., Ltd., 87, Cromwell Rd, Tel Fre 8161 (10 lines),
ONDON, S.W.12.—H.W.H. Engineering Co., Ltd.,
Beecholme Garage, 39, Nightingale Lane, Bat.
4051, Retail dealers.

ONDON. S.W.15.—Ward & Co. (Putney). Ltd., 72.

West Hill. Vandyke 1077. Retail dealers.

ONDON. & W.16.—Bertram Coven. Ltd., 1-3, Hermitage Lane, Streatham.

Pollards, 2100. Retail dealers.

LONDON, S.W.16.—Streatham Motor Garage & Elec-trical Engineering Co., Ltd., 43-45, Mitcham Lane Streatham 201" Retal: dealers.

LONDON, S.W.17.—Barkers Motors (London), Ltd., 209, Balham High Rd Balham 6666, Retail

LONDON. 8.W.19.—Evans (Wimbledon), Ltd., 131, Alexandra Rd. Te¹. Wimbledon 8163/4/5. LONDON, 8.W.19 - Ivor Hill, Ltd., 413, Durnsford Rd., Wimbledon Park. Wimbledon 6825, 5686, Re-tall dealers.

LOUTH (Lines).-G. Harniess, Louth Motor Garage Oueen St Place Tel. 341, Retail dealers. LYMINGTON (Hants).—Fred Keeping & Son (Lym), L Ltd. 27. St. Thomas St. Lymington 2180.

MAIDENHEAD (Berks).—W. R. Hammant, Ltd., The Garage, Woodlands Park. Littlewick Green 570 1.

MAIDENHEAD.-Ing's Garages, 80-82, Cox Green Rd Maidenhead 2149 Stocking dealers.

MORRIS—Continued
NEWCASTLE-UNDER-LYME (Staffs).—Henry Farr &
Son. Ltd., Brunswick E. Newcastle 67521/2

NORTH HARROW. Stewart & Ardern, Ltd., Morris House, Canterbury Rd., Pinner Rd. Tel. Pinner

PALMERS GREEN, N.15.—Saul & Statter, Aldermans Hill. Fox Lane 1066. Retail deale PEVENSEY BAY (Sussex).—Bambridge Bros., Ltd., Pevensey Bay Garage. Tel. \$24 (2 lines). Retail

PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd. Pinner 9888. Morris distributors

POLEGATE, Nr. Easthourne.—The Polegate Motor Co., Eastbourne Rd. Tel. Polegate 309. Retail PUINEY, S.W 15.—Robbins of Putney, Ltd., 96 & 98. Upper Richmond Rd. Putney 7881/5.

READING (Berks).—Loddon Bridge Motors, Ltd... Rearley Tel. Reading 61602. Morris retail dealers. RIPHMOND.—The Black Horse Garage (Richmond), Ltd... 174-6, Sheen Rd. Richmond 6441-5. Retail

ROCHDALE.—Ratcliffe Bros., Mount Green Garage, Halifax Rd Fel. Littleborough 8151. Retail

ROMFORD (Essex).—Romford Motor Co., Ltd., South St. Romford 61200. Morris retail deal.

SAPFRON WALDEN (Essex).—Raynham & Co., Ltd., The Motor House Tel.: affron Wa.den 2534. SALISBURY — Wessex Motors, New Br. Tel. Salisbury 32/5/6, Morris distributors.

SANDERSTEAD (Surrey).—Leathwood's Garages, Ltd., 367, Limpsfield Rd. Sanderstead 4478/9. Retail

dealers.

Shefffeld. —Heeley Bridge Garage, Ltd. Broadfield Rd. Tel. 52404-5. Morria retail dealers.

SLOUGH.—George Bate (Garages), Ltd., 355, Bath
Rd Tel. Burnham 400. Morris dealers.

SLOUGH.—Wilcox (Sough), Ltd., Morris House,
Chandos St. Tel. 24181/2. Retail dealers.

SOUTHAMPTON.—Clifford Sales, Ltd., 52-74. New Rd Tel. Southampon 28271/2. Morris retail

SOUTHEND. Stewart & Ardern, Ltd., Morris House, Chalkwell Park, Leigh-on-Sea 78291, Distribu-

SOUTH TOTTENHAM, N.15.—Stewart & Ardern, Ltd., Morris House High Rd Stamford Hill 1234. Dis-

STAINES.—Stewart & Ardern, Ltd., Morris House, 57, London Rd. Saines 5281. Distributors.

ST. HELENS (Lanes).—McLean & Appleton, Ltd., Prescot Rd. Tel. 2253.

SUDBURY (Suffolk) - Dixon's Motor & Engineering Co., Ltd., Station Rd. & Friars St. Sudbury 2321

SURBITON (Surrey).—The Plough Motor Works, Ltd. 105-109, Ewell Rd. Elmbridge 4468. Retail

SUTTON.—Stewart & Ardern, Ltd., Morris House, 32.

Strighton Rd. Vigilant 7686. Distributors.

Tabworth (Surrey).—French & Foxwell, Ltd. Tel.
Burgh Heath 66. Dealers.

A Burgh Heath 66. Dealers.

TEDDINGTON (Midds).—Guy Salmon (Teddington).

Ltd. 29-51. High St. Tel. Kingston 1193.

THAMES DITTON (Surrey).—Guy Salmon Automobiles. Portsmouth Rd. Tel. Emberbrook 5551 (PBX).

TOLWORIH (Surrey).—Blue Star Garage. The Broadway. Tel. 0048 Morris stockists.

TONBRIDGE.—Healy Bros., Leigh, Tel. Hilden-borough 5129. Morris retail dealers.

TRURO (Cornwall), S. D. Guttridge, Ltd., Bridge Garage, Probus. Tel, Tresilian 218, Retail dealers. TUNBRIDGE WELLS,—Silverdale Showrooms, Cal-verley Rd. Tunbridge Wells 3576. Retail stocking

TUNBRIDGE WELLS.—Spa Public Service Garage. Langton Rd. Tunbridge Wells 20505. Retail dealers. VIRGINIA WATER (Surrey).—Gavin Fairfax. Ltd.. Wentworth Service Garage. Tel. Wentworth 3154

WADHURST (Sussex).—Pritchards Service Garage (Burgates, Wadhurst), Ltd. Tel. Wadhurst 396.7 Retail dealers. WALLINGTON (Surrey).—Elgin Road Garage, Elgin Rd. Tel. Wallington 1749. Morris stockists.

WARRINGTON.—Hawthorns Motor & Engineerin Co. (Collins Green), Ltd., Penny Lane, Collin Green, Newton-le-Willows 2356. Retail dealers.

WEALDSTONE (Middx).-G. & C. Motor Garages, Ltd., Canning Rd. Harrow 3432/3. Retail

WICKHAM MARKET (Suffolk).—C. C. Nesling, Ltd. Tel. Wickham Market 241.

Wimbl.Edon. S.W.19.—Jarvis & Sons, Ltd., Morris House, Morden Rd. Liberty 5221/8. Retail

Winsford 2241/2 Day 5250 Night. Area deals WOLVERTON (Bucks),-W. Q. Sellick & Son. New-port Rd., New Bradwell. Wolverton 3117. Retail

YORK. -Micklegate Motor Co., Ltd., Micklegate Bar. York. Tel. 25388. Retail dealers.

N.S.U. PORTSMOUTH -Linington Bros., 1.td., 30-32, Com-mercial Rd. Tel. Portsmouth 21661, N.S.U. dis-

NOBEL
LONDON, W.1.—M.P.H.W. Sales, Ltd., 23, Piccadilly
Tel. Gerrard 6055. Nobel distributors.

WOKING. M.P.H.W. Sales. Ltd., 67, Goldsworth Rd. Tel. Woking 5231. Nobel distributors.

OLDSMOBILE 2. Lexington St.

LONDON, W.1 DEL LEICESTER.—C. A. Nelson, Ltd., Abbey Lane. Tel. 61241 & 61978. East Midlands distributors.

PANHARD LONDON, N.W.I.—Tarrant & Frazer, Ltd., 70. Chalk Farm Rd. Gulliver 1350 & 2004. Distributors.

BROMLEY (Kent). Johnson & Brown, 268-270. High Bst. Tel. Ravensbourne 8841/2 Area dealers UNSTABLE. Lockhart's Service Depot. Ltd. 12-16, distributors.

EWELL (Surrey). - Dawnier Motors. Ltd., Ewell By-Pass, Tel. Ewell 2382/3/4 Retail dealers. GUILDFORD.—Partiles Service Garage, Ltd., London Rd. Tel. Guildford 5326 Peugeot. S.E. Counties

LONDON, W.11.—John S. Truscott, Ltd., 173, West-bourne Grove. Bayswater 4274. Distributors. LONDON, S.W.1.—Richards & Carr, Ltd., 35, Kin-nerton St Tel. Belgravia 3711. Main dealers. LONDON, S.W.1.—Rosemex Service Station, Ltd., 3-25, Vauxhall Bridge Rd. Victoria 5359 & 5511.

SHOREHAM-BY-SEA. Frost's Cars, Ltd., 598, Brighton Rd. '1ei. 3534/5. Peugeot Sussex main

WOLVERHAMPTON -- Penn Motor Services, Ltd., Penn Rd Tel. 36632 & 36471. Peugeot distri-

WORTHING -G. K. Ballamy (Automobile Engineers), Aifred Place. Tel. Worthing 5769.
Peugeot distributors.

LONDON, S.W.3.—Joe Thompson (Motors). Ltd., 91-35, Pulham Rd. Tei Kensington 4858. Dis-

WEMBLEY (Middx).—Simpsons Motors (Wembley).
Ltd., 345, High Rd. Wem. 5903, 8691 & 4422.
London and distributors.

CHELSEA, S.W.5.—U.S. Concessionaires, Ltd., Pontiac Works, S. Jublice Pl. Flamman 7752. Concessionaires for G.B.

WEMBLEY (Middx).—Simpsons Motors (Wembley), Ltd., 345, High Rd. Wem, 3505, 8691 & 4422.

PORSCHE ISLEWORTH.—A.F.N. Ltd., Falcon Works, London Rd. Hounslow 0011. Sole concessionaires for Gt.

LONDON, W.11.-J. H. Bartlett, 27. Pembridge Villas. Tel. Bayswater 0525.

PRINCESS

Princess

Bodnor Regis.—W. Jones & Sons, Lennox St.

IVERPOOL.—Voes Stoters, Ltd., Renshaw St.

Tel.

Royal 5685. Francess distributors.

RAMBLER

Nash Concessionaires, Ltd., Albany on 5558/9. Distributors RELIANT

CHELMSFORD.—Sewell & King, Ltd., Springfield Rd. Tel 2145 & 2230. Reliant distributors. CROYDON SOUTH.—Godfreys, Ltd., 427. Brighton Rd. Tel. Uplands 8275.7 Main dealers.
CROYDON.—Godfreys, Ltd., 228-254, London Rd.
CTel. Croydon 5641.2 Main dealers.

HYDE.—John Ruscoe & Co., Ltd behind G.P.O. Tel. 2747/8. Retail dealers. LONDON, W.1.—Godfress, Ltd., 208-210, Great Port-land St. Euston 4652/4, Main dealers.

LONDON, E.6.—Godfreys, Ltd., 220, Barking Rd., East Ham. Grangewood 0935, Main dealers. LONDON, E.7.—Godfreys, Ltd., 418, Romford Rd., Forest Gate. Grangewood 1234/5. Main dealers.

L Forest Gate. Grangewood 1254-5. Statu General Condon, E.11.—Godfreys, Ltd., Bushwood Corner, Leptonstone. Wanstead 2435 Main dealers. ONDON, N.15.—Godfreys, Ltd., 94-96, High Rd., Tottenham. Stamford Hl. 9960. Main dealers. SawBriDGEWORTH.—J. Dixon & Son (Garages). SLid., High Wych Sawbridgeworth 2072 (2 lines) Main dealers and distributors. SOUTHPORT.-Lifes Motors, Ltd., 32-36, West St. Tel. 3774. Reliant distributors.

TRURO.-W. H. Collins & Son, Kenwyn Mews Tel.

RENAULT A NGMERING (Sussex). - D.B.S. Garages, Ltd., Water Lane, Tel. Rustington 47. Renault distributors. A SHFORD (Kent),—G A. Jenner & Sons, Ltd., Kingsnorth Garage, Tel. Ashford 365, Retail

BIRMINGHAM.—Bearwood Motor Co., 412-414, Port-land Rd., Edgbaston, Tel. Bea. 5219 &r. 2915 BROCKENHURST (Hants).—aast Boldre Garage, East Boldre. Tel. Beaulieu 259, Renault retail

BROMLEY (Kent).—Johnson & Briwn, 268-270, St. Tel. Ravensbourne 8841-2. Area dealer 259. Renault retail dealers. DENHAM (Bucks). Denham Motor Sales, Ltd., Ox-ford Rd. Denham 3111. Distributore

EASTBOURNE. - Willetts (Eastbourne). Ltd., Jaguar Bouse, South St. Tel. Eastbourne 1870/1

EPSOM.—Wilsons Automobiles & Coachworks, Ltd., Dorking Rd., Tel. 3901, Distributors. ETON (Bucks). Eton Garages, 124, High St. Tel. Windsor 7762. Distributors.

FROME (Somerset). - Nicholas Garage, Christchurch St. East. Tel Frome 3351/2 Agents.

CARAVANS & COMMERCIAL VEHICLES SPECIALISTS FOR - NEW CARS.

RENAULT—Continued

HARMONDSWOATH (Middx)—Skyport Motors, Ltd.
Bath Rd. 1el Skyport 1621 Agenta.

HASLEMERE (Surrey)—Farnham Lane Garage, Wey
Hill Tell Hasiemere 1600 & 1601. Area dealers

HERTFORDSHIRE,—A.pine Bushey Garages. Ltd. 83-85, Hgh St., Bushey Heath. Bushey Heath 5282/8. Distributors

LEEDS -Leads Autocars, Ltd., New York Rd. Tel 31551/5. Remault distributors

LONDON, W 3.—C. R. Abbott & Co., Ltd., Dure-Rd., Western Ave., Acton. Acorn 3224/5. Agents LONDON, W.4.—Motorciaft Garages, 389. Chiswi High Rd Chiswick 6381/2/3. Renault dealer LONDON, W.S.—Metropolis Garages, Ltd., 45, Earls Court Rd. Kensington. Western 4544. Renau.t distributors.

LONDON, N.W.6.—Autosales (London). Ltd., 59-65 Be.size Rd. Maida Va.e 5555 & 2155. Distributors L ONDON, N.W 9.—Colinda'e Serv.ce Station, 155-9
Edgware Rd. Tel Colindale 6714. Retail dealers LONDON, N.W.10.—S.ocombes, Ltd., Dudden Hill Lane, Neasden Willesden 4869. Retail dealers.

LONDON, N.6.-L.G. MOTORS, 177, Archway Rd., Highgate. Tel Mountview 8467, Agents. ONDON, N12.—McLiven & Cox, Ltd., 928. High Rd., Finchiey Hillside 0560 Stockists.

ONDON, 8.W.1.—R.chards & Carr. Ltd., 35 Kinnerion St. Tel Belgravia 3711. Retail

LONDON, S.W.1.-Witcher & Son. 59, Cadogan Lane Slosne 4126 Renault stockists.

LONDON, S.W.7.—Offord & Sons, Ltd., 154, Glou-coster Rd Tel Fremantie 3538.

LONDON, S.W.13.—Red Lion Garage (Barnes), Ltd., 4, Castelnau, Barnes. Rivers, de 1468. Retail

LONDON, S.W.20 - The Spur Garage & Service Station, Ltd., Bushey Rd., Raynes Park. Liberty 4852. Retail dealers.

LUTON (Beds).—Barrett's Garage, Castle St. Tel 846 (5 lines). Distributors. MAIDENHEAD (Berks).—Boyne Hill Garage, Ltd., Bath Rd. Maidenhead 5094/5 & 725. Dis-

MAYFAIR, W.1 -Charles Follett, Ltd., 18, Berkeley St. Mayfair 6266/7/8, London distributors

MIDDLESEX.—Pinner View Motors. Ltd., Pinner View, Harrow Tel. Harrow 3510. Dealers, NEW MALDEN (Surrey).—Beverles Motors, Coombe Rd. Tel. Maiden 5232. Renault agents.

NEWTON ABBOT (Devon).—Mile End Car Sales, Ashburton Road Garage, Mile End. Newton

SHOREHAM-BY-SEA.—Old Shoreham Garage, Norman Motors, Ltd., Upper Shoreham Rd. Tel. 3953.

SITTINGBOURNE.-E. G. Pritchard, Ltd., Chalkwell Rd., Tel. Sittingbourne 965. Renault distributors ST. ALBANS.—Butler's Motors, Hatfield Rd., Caven dish Rd. St. Albans 54558 & 54458. Area dealers SUNBURY-ON-THAMES.—Lambton Garages (Sun bury), Ltd., 84-88, Staines Rd. West. Tel. 2079 Renault Stockists.

SURBITON (Surrey).-Welham's Renault Sales & Service, 5-7. Surbiton Hill Rd. Elmbridge 1873

WOLVERHAMPTON.—Penn Motor Services, Ltd.. Penn Rd. Tel 36632 & 38271, Renault dis-

WORTHING.-K. N. Rudd (Engineers), Ltd., 41. High St. Tel. 7773/4. Retail dealers.

ABERDEEN.—Town & County Motor Garage, Ltd.,
19, Justice Mill Lane. Aberdeen 22385. Dis-

A SHFORD (Kent).-C. Haywards & Son. Ltd., 20-46, New St. Tel Ashford 334. Distributors. A YLESBURY (Bucks).—The Bucks Motor Co., Ltd., 24-26. Great Western St. Aylesbury 2264. BATH.—The Bath Garages, Ltd., James Street West. Tel Bath 3255 (5 lines) Distributors. BATLEY (Yorks).—Stan Oriffiths, Ltd., Bradford Rd Ty Bailey 1273 Retail dealers.

BOGNOR fREGIS.—W Jones & Sons, Lennox St. Tel. Bognor 2166 Main agents

BRADFORD -Eric 8. Myers, Ltd., "No Worry Depots Mann. wham Lane Tel. 25591 (3 lines). CHEAM.—Cheam Motor & Engineering Co. Ltd.. Ewell Rd Vigilant 0125/6/7. Retail dealers.

CHELTENHAM (Glos).—Regent Motors (C. Readings. Ltd.), Regent St. Tel 2041 (4 lines) Retail

COLNE D Kitchen, Ltd., Arlas Garage, Skipton Rd. Tel. Coln. 404/5 Distributors DENHAM (Buckst.-Denham Service Station, Ltd., Oxford Rd. Decha 2266 Retail dealers

DEWSBURY (Yorks) -Stan Griffiths, Ltd., Sentinel Garage, Ravensthorpe Dewsbury 3440/1, Retail

L ONDON, W 1 -- R Hardy & Son. 55, Marylebone High St Hunter 0942 Retail dealers.

LONDON, W.1.-K.D.M & Cherrington, Ltd., 9. Albem rie St Tel Grosvenor 5551. L ONDON, W.1.-S. Morris & Co., 40. Conduit St. Regent 0424 (6 lines) Agents

LONDON W: -Basil Roy. Ltd., 161, Gt. Portland St. Langham 7733/4/5 Retail dealers.

ONDON. W.11.—John S. Truscott Ltd., 175, West-Bayswater 4274 Retail dealers. L ONDON, N.2 - Motourists (London), Ltd., Great North Rd., East Finchley Station. Tudor 2301/2.

LONDON N 21.—Winchmore Hill Garage, Ltd., B04-8, Green Lanes Winchmore Hill. Laburnum

ONDON. S W 1.—Clarke & Simpson, Ltd., 49.

Storne 83 Sloane 0436/7/8 Retail dealers ONDON, S.W.I.-J James (London) Ltd., 55-56.
ONDON, S.W.J.-J James (London) Ltd., 55-56.
ONDON, S.W.J.-Jankard & Smith (Chelsea), Ltd., 194-196, King's Rd Flaxman 4901 is lines). Rd.

ONDON, S.W.17.—Barkers Motors (London), Ltd., 209. Balham High Rd. Balham 6666 Retail

MAIDENHEAD (Berks) - Hail's Garage, Winderstein Rd. Fel. Maidenhead /15 Riley district age VORTH CHEAM (Surrey).—Les Garges, Ltd., 585. London Rd. Derwent 2266. Retail dealers. SALISBURY.—Wessex Motors, New St. 5275/6 Riley distributors.

SLOUGH - Wilcox (Slough), Ltd., Morris Hou Chand's Street Tel 24181 2 Retail dealers SOUTHAMPION.—H G Popos, Ltd. 117. Lodge SR Tel. 25518 Riley distributors ST HELENS (Laucs).—McLean & Appieton. Ltd., Precco Ro Tel. 2253

THAMES DITTON (Surrey).—Guy Salmon Automobiles. Portsmouth 8d Tel Emberbrook 5551

TOLWORTH (Surrey!.-Blue Star Garage. The Broadway. Tel. 0048. Riley stockists WIMBLEDON, S W.19 - Jarvis & Sons, Ltd., Morris House, Morden Rd Liberty 6221-8 Retail

YEOVIL -- Whellers (Motors), Ltd., Hendtord, 1el Yeovil 2561/3 Riley dealers

ROLLS-ROYCE

LONDON, W.1.—Jack Barclay Ltd., Berkeley So.
Tel Mayiant 7444 Rolls-Royce retailers

LONDON W.1.—H. A. Fox & Co., Ltd., 5-5, Burlington Gardene, Old Bond St. Regent 8822 Officially appointed retailers

LONDON. S.W.7.—Harold Radford & Co., Ltd., Me.ton Court, South Kens.ngton Kensington 6642

MAYFAIR, W.1.—Charles Follett Ltd., 18. Berge-lev at Mayfair 6266/7/8 Officially appointed PIRBRIGHT (Surrey). -Clarke's at Piroright, Ltd., Guildford Rd. Brookwood 2201/2 Retail dealers.

ST. ALBANS.-W. M. Couper, Ltd., Catherine St. Tel. St. Albans 54343. Special retailers. ST. ANNES-ON-SEA (Lancs).-Kings Road Garage. Co., Ltd., Kings Rd. Tel. St. Annes 670

WEYBRIDGE (Surrey),—Weybridge Automobiles. Ltd., Queen's Rd. Tel. 2233 (5 lines). Dis-

A MERSHAM.—Station Garages (Amersham & Chai-font), Ltd., Station Approach, Little Chaifont Lttle Chaifont 2017. Main agents.

BANBURY.—The County Garages, The Cross. Tel. Banoury 2458. Rover di tributors.

BARNET (Herts).-Odeon Motors, Ltd., Great North Rd. Tel, Barnet 1144.

BEXHILL-ON-SEA.—F. Dodson, Ltd. Sackville Garage, Middlesex Rd. Bexhill 2382 3. Distribu-BEXLEYHEATH.—W. T. Richards (Bexleyheath). Ltd., 74-78, Broadway. Tel Bexleyheath 1666

BIDEFORD (Devon).—Elliott & Sons (Motors) Ltd., Kingsley Rd., Tel. Bideford 744/5 Dis-

BOGNOR REGIS.—Wilmott's Garage, Ardwick Rd Tel. Bognor 87. Rover distributors. BRENTWOOD (E'sex).—R. J. Blake, Kings Road Motorworks, Brentwood 242. Area dealers.

BRENTWOOD (Essex).-Hutton Garages, Ltd. Tel Brentwood 2417. Rover dealers. BROMLEY (Kent).—K. J. Motors, Ltd., Widmore Rd. Tel Ravensbourne 3456 (8 lines). Area

CAMBERLEY (Surrey).—Henlys, Ltd., 182, London Rd., Camberley. Tel. 2677. Rover distributors CAMBRIDGE.—Welch's Garage (Stapleford), Ltd., London Rd., Stapleford, Tel Shelford 3017, Re-

CATERHAM (Surrey).—Layham's of Caterham, Croydon Rd. Tel. Caterham 2384. Rover retail dealers CHIDDINGFOLD, Nr. Godalming (Surrey).—Mann's Garage, Ltd. Tel. Chiddingfold 164, Retail

CHIPPENHAM (Wilts),—Burridges Motor Works Station Hill. Tel. 2215/6. Rover distributors. COLCHESTER.—Spurling Motors, Ltd., North Hill Tel. 4261, & North Station Rd. Tel. 3924, Main

CROYDON (Surrey).-Bale & Co., Ltd., 57-59, South End. Tel. Croydon 3131.

CROYDON.-Leathwood's Garages, Ltd., 205, St. James' Rd., Thornton Heath 8222. Main dealers. DORKING.—Dorking Motor Co., Ltd., Reigate Rd. Tel Dorking 2256/8. Main dealers.

E ASTBOURNE.—Clark & Lambert, Ltd., Trinity Place Garage Tel. Eastbourne 4660 Distributors EPSOM.—Page Motors, Ltd., 70, High St. Tel. \$891/2/3, Area dealers.

FAREHAM (Hants).—Cedar Service Station, Ltd. Tel. 2277. Rover agents. GIDEA PARK (Essex).-Gides Park Motors, Ltd., 97-101, Main Rd. Romford 40066. Retail dealers. GILLINGHAM (Kent).-Autoyachts, Ltd., Pier Rd.

GUILDFORD.—Coombs & Sons (Guildford), Ltd. Portsmouth Rd. Tel. 62907. Rover main dealers HARLOW (Resex), -- Parsons & Parsons (Garages), Ltd Potter Street 121/2/3 Area suchts ROVER-Continued
HAVERPORDWEST (Pembs).—Green's Motors, Ltd.,
Jubilee Gdra Tel 741 Rover distributors HAYWARDS HEATH.-H. E. Oriffin Motors, Ltd., Commercial Square & Queens Rd Tel 595-6-7.

KINGSBRIDGE (Devon).—Kingsbridge Motors, Ltd. Tel. Kingsbridge 2344. Rover area dealers EICESTER. -C. A. Neison, Ltd., Abbey Lane. Fel. Lewes 147. Rover main dealers.

LONDON, W.I.-Henrys Ltd. Devoushire House, Piccadilly Tel Hvde Park 9151 Rover distri-

ONDON W.I.-K.D.M. & Cherrington Ltd. & Albemarie 8s Fei Grouvenor 5551

ONDON. W.I.-Philip Rickards, Ltd., 4. Brick 88., Park Lane Gro 4/72 & 4557 Retail dealers ONDON. W1.—Badl Roy Ltd., 161 OI Portland
St Langham 7:53-4/5 Retail dealers
ONDON. W.S.—Metropolia Garages, Ltd., 48, Earls
Court Rd., Renainston Western 4544 Dealers ONDON E.C.1.—Express Motor & Body Works. Ltd., 150, Goswell Rd Tel Clerkenwell 4425 ONDON, E.C 2.—Paul Street Garage, Ltd., 20, Paul St. Bishopsyate 67d1/2/3/4 Retail dealers ONDON, No.—Martin Motors (Hughgater, Ltd., S. Highgate High St. Highgate Mountview 5266.

LONDON, N.S. Grove Garage & Motors. 295 7. Fore LONDON N.W 1.—Henlys I.td., Henry House 586. LONDON, N.W.II.—Henlys, Ltd. Henlys Corner, North Circular Rd Guiders freen Finchies (1981).

L ONDON, E.7 - N P Powell Motors, Ltd., 521 Rom-ford Rd., Porest Gate Maryland 7781 Area

LONDON, S. W. 1. - Clarge & Simpson Ltd. 49. Shane Square Sload 0436 7/8 Retail dealers LONDON, S.W.4.—Park Hill Motors (Clapham), Ltd., 74, Park Hill, Clapham Macaulay 7214 Retail

LONDON, S.W? .- Harold Radford & Co. Lid., Melton Court. South Kensington Kensington

LONDON, S.W.19. - Evans (Wimpledon), Ltd., 131.
Alexandra Rd., Tel Wimpledon 8163/4/5 LONDON, S.E.5. -M A Autos, Ltd 125, Denmark Hill Tel Brixton 0878 Retail dealers

LUTON - Dunham & Haines 46 Castle St. Tel.

MALVERN (Wores) -- Bowman & Accet. 1.1d., Pickersleigh Garage. Wurcester Rd Maivern 262. Main agents NEWCASTLE-UNDER-LYME (Stuffs) - Henry Furr & Son. Ltd., Brunswick St Newcastle 67321/2.

NEWMARKET.—Crisswells Garage (1944), Ltd., High

PENRYN (Cornwall).-T H. Nicholis, Ltd., Penryn Garage, Commercial Rd Tel 2157/8. Rover

PIRBRIGHT (Surrey).—Clarke's of Pirbright, Ltd., Guildford Rd Brookwood 2301/2. Retail dealers. POLEGATE, Nr. Eastbourne.-The Polegate Motor. Co., Eastbourne Rd Polegate 309 Retail

DORTSMOUTH.-Linington Bros., Ltd., 50-52, Com-

PUTNEY, S.W.15.—Robbins of Putney, Ltd., 96 & 98, Upper Richmond Rd Putney 7881/5 READING.-T. Buker & Sons. 55 & 37. Friar St.

RICHMOND.—The Black Horse Garage (Richmond), 1td., 174-6, Sheep Rd Richmond 6441/3. Retail

SALISBURY - Chilmars Garages. Chilmark Tel. SANDERSTEAD (Surrey). Leathwood's Garages, Ltd., 367. Limpefield Rd. Sanderstead 4478 9.

SCUNTHORPE. - R. Routee. (.td., Brumby Wood Lane

SOUTHAMPTON.-H. C. Dobbs, Ltd., 117, Lodge Rd. Tel. 25518 Rover retail dealers

SOUTHAMPTON.—South Western Garage (South-ampton). Itd., March Lane. Tel. Southampton 22513'4. Distributors

ST. ALBANS.-W. M. Couper, Ltd., Catherine St. TADWORTH (Surrey) .- French & Ponwell, Ltd. Tel.

TEDDINGTON (Middx) -Guy Saimon (Teddington).

THAMES DITTON (Surrey).—Guy Salmon Automo-VIRGINIA WATER (Surrey).—Gavin Fairfax, Ltg., Wentworth Service Garage, Wentworth 3154 Area

WATFORD (Herts) - Harris-Mayos & Co., The Ace of Herts Garage, St. Albans Rd. Tel. 4026 Main

WESTCLIFF-ON-SEA (Essex) —Chaikwell Midor Co. Ltd. 684-6, London Rd Leigh-on-Sea

WEYBRIDGE - Wood's Garages, Ltd., High St Fee. WOKING (Surrey).-L. P. Dove. Ltd. Cuildiors
Rd. Tel. Woking 1282. Sub-retail dealers

WORTHING.-Boorers Garage, 53, Broadwater ...

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL

LAND-ROVER A MERSHAM.—Station Garages (font), Ltd., Station Approach (Amersham & Chal-ach, Little Chalfort.

BEXHILL-ON-SEA. - Dodson, Ltd., Sackville Gar-age, Middlesex Rd. Bexhill 2382/3, Distributors BOGNOR REGIS.—Wilmott's Garage, Aldwick Rd. Tel. Bognor 87. Land-Rover distributors.

DORKING.—Dorking Motor Co., Ltd., Reigate Rd. GIDEA PARK (Resex).—Gides Park Motors, Ltd., 97-101, Main Rd. Romford 40066. Retail dealers. GILLINGHAM (Kent).—A.stoyachts, Ltd., Pier Rd. Tel, Gillingham 59578/9.

HAVERFORDWEST (Pemba).-Green's Motors, Ltd., Jubilee Gardens, Tel. 741. Land-Rover distribu-

Lewes (Sussex).—Ruggs. Ltd., Station Carage. LONDON, W.1.-K.D.M. & Cherrington, Ltd., 9. Albemarle St. Tel. Grosvenor 5551.

LONDON, E.7.-R. P. Poweil Motors, Ltd., 321. Romford Rd., Forest Gate. Maryland 7781. Area

L ONDON, E.18.—Harvey Hudson & Co., Ltd., 45, High Rd., South Woodford, Wanstead 6644, Distribu-

LONDON, 8.W.19. Evans (Wimbledon), Ltd., 131. Alexandra Rd. Tel. Wimbledon 8163/4/5. SOUTHAMPTON.—South Western Garage (Southampton, Marsh Lane, Tel, Southampton 22315/4

SUNBURY AREA.—R. J. Searle, Ltd., Thames St. Sunbury, Middx, Sunbury 3014. Retail dealers THAMES DITTON (Surrey).—Guy Salmon Automo-biles, Portsmouth Rd. Tel. Emberbrook 5551.

WATFORD (Herts) .- Harris-Mayes & Co., The Ace of Herts Garage, St. Albans Rd. Tel. 4026. Main

WESTCLIFF-ON-SEA (Essex).—Chalkwell Motor Co., Ltd., 684-6, London Rd., Leigh-on-Sea 78247.

SCOOTACAR

LONDON, W.1.—M.P.H.W. Sales, Ltd., 23, Piccadilly, Tel. Gerrard 6055. Scootacar distributors. LONDON, W.11.-M.P.H.W. Sales, Ltd., 186, Holland Park Ave. (By Shepherds Bush Green). Park 2410

WOKING. - M.P.H.W. Sales. Ltd., 67. Goldsworth Rd. Tel. Woking 5231. Scootacar distributors.

BEXLEYHEATH.—Milestones (Service Garage), Ltd., 506-3, Erith Rd. Tel, 2469 & 2629. Retail dealers.
BIRMINOHAM.—Bearwood Mctor Co., 412-414, Portail dealers.
Retail dealers.
Tel. Bea. 3219 & 2915.

Retail dealers.

CHESTERPIELD.—Chesterfield Motors, Ltd., Pond St. Garage. Tel. 3862 Simca main agents.

DENHAM (Bucksy.—Denham Motor Saies, Ltd., Oxford Rd. Denham 3111. Distr.butors.

ESHER (Surrey).—Anthony Croox Motors. Ltd., High St. Tel. Esher 4580. Distributors.

GILLINGHAM (Kent).—Autoyachts, Ltd., Pier Rd. Tel. Gillingham 59578/9.

Urel. Gillingham 58578/9

LONDON, W.1.—H. C. Paul. Ltd., 32, Bruton Place.
Berkeley Sq. Mayfair 0821. Distributors.

LONDON, W.2.—Mavfair Garages. Ltd.. Bishops
Bridge Rd. Tel. Ambassador 1061.

LONDON, S.W.1.—Richards & Carr. Ltd., 35, Kinnerton St. Tel Belgravia 5711 Retail deslers.

MANCHESTER.—Anderson's Garage. Ltd., Egerton

Rd., Pallowfield. Tel. Rusholme 2866/7.

PLYMOUTH.—Vospers Motor House (Plymouth), Ltd., City Centre. Tel. Plymouth 64277/8/9, Distribu-

TUNBRIDGE WELLS.—Tolhurst Service Garage.

T.I.d., 69. Calverley Rd. Tel. 656.

WESTON-SUPER-MARE—Shrubbery Garages. 55.

Weston-Super-Mare —Shrubbery Garages. 55.

SINGER

A MPTHILL (Beds).—Ampthill Motors, Ltd., Bedford 8t. Tel. 3224. Retail dealers.

AYLFSBURY (Bucks).-G. E. Lawrence (Motors) Ltd., New Street Garage. Aylesbury 5155. Singer

dealers

LANDFORD FORUM (Dorset).—Amey's Garage.
Oakfield St. Tel. Blandford 605. Area dealers.

DOMINI (Cornwall).—G. J. Smith (Motors), Ltd..
Fore St. Tel. 429. Singer retail dealers.

ROMLEY (Kent).—Johnson & Brown, 268-270, High
St. Tel. Ravensbourne 8841/2. Retail dealers.

CHELMSFORD.—Sewell & King, Ltd.. Springfield Rd. Tel 2145 & 2230. Singer distributors.

COLCHESTER.—Anglian Autos, 10 Osborne St. Tel. Co.chester 4955. Singer area dealers.

COWLEY (Nr.) Uxbridge.—Times Garages, Ltd., High St. Tel. Uxbridge 6521. Retail dealers. CROYDON.-Jack Thomas (Car Sales), Ltd., 31, Stafford Rd., Waddon, Croydon 0651, Retail

EASTBOURNE.—Dunkley & Davidson, Ltd., 68, Grove Rd. Tel. Eastbourne 961. Retail dealers.

EDGWARE (Middx).—Hillside Garage, High St. Tel. 4464/5. Singer stocking dealers. GILLINGHAM (Kent).-J. S. Plommer, Westcourt Garage Canterbury St. Gillingham 58118. Singer

GUILDFORD. Stanley Godfrey & Co., Onslow St.

HARROW.-Buntings Motor Exchange, Ltd., Bon-nersfield Lane. Tel. Harrow 6225/6. Singer main

HENLEY-ON-THAMES.—Lewin & Bargeant, Reading Rd. Tel. 902. Singer area dealers.

SINGER—Continued

HERTFORD.—Highway Motors (Hertford), Ltd., 80, Ware Rd. Tel. 5692. Distributors.

KINGSBRIDGE (Devon).—Kingsbridge Motors, Ltd.

KINGSBRIDGE (Devon).—Kingsbridge Motors, Ltd.

Tel. Kingsbridge 2344. Singer aren dealers.

LEEDS.—Leeds Autocars, Ltd., New York Rd. Tel.

Si551/5. Singer main dealers.

LONDON, W.2.—Mayfair Garages, Ltd., Bishops Bridge Rd. Tel. Ambassador 1061. ONDON. 8.W.13.—Automenders, Ltd., Lowther Garage, Perry Rd., Barnes. Riverside 8291/2/5.

ONDON. 8.W.19.—G.B.M. (Wimbledon), Ltd., Gap. Rd., Wimbledon, Tel. 1236. Singer area dealers. LUTON (Beds).—Lyndhurst Motors, Ltd., 591-3, Dunstable Rd. Tel. 2140. Singer retail dealers.

MANCHESTER, 3.—Green & Zonis, Ltd., 246-252, Deansgate. Tel. Deansgate 5325/6. Retail

NEW MALDEN (Surrey).-Beverley Motors, Coombe

PLYMOUTH.—Furnbuils, Ltd., Autocar House, Haver-stock Rd. Tel. 64514. Main dealers. PORTSMOUTH. Seals of Southend, Ltd., 67, High-land Rd. Tel. Portsmouth 52222. Main dealers

R BADING.—Royal Berks Motor Co., 35-45, There St. Tel. Reading 54659, Singer distributors. SEVENOAKS (Kent).—M.U. Motors, Seal Rd. Tel. Sevenoaks 4252. Singer retail dealers.

TORBAY (Devon).—Paignton Motors, Ltd., Preston Garage, 391, Torquay Rd. Paignton 82756. Dis-

WOKING (Surrey).-Corner Garage, St. Johns Rd.

SKODA

ST. ALBANS.—Watling St. Garage, Plamstead. Tel. Markgate 240 & 420. Skoda distributors.

STANDARD

A BERGELE.—Slater's Garages (Abergele), Ltd. Tel Abergele 2346 (4 lines). Standard retail dealers ACTON (London).-Acton Town Garage, Ltd., 85, Gunnersbury Lane, Acton, W.3. Acorn 4223 &

A MERSHAM.—Station Garages (Amersham & Chal-font). Ltd., Standard House. Amersham 870.

A NDOVER (Hants) -J. S. Monro, Newbury Rd. Tel. A SHFORD (Middx) .- Herbert & Mills Ltd., Church Rd. Tel. 2960. Retail dealers

A SHFORD (Kent).-G. A. Jenner & Sons, Ltd., Kingsnorth Garage. Tel. Ashford 365. Retail

A SHFORD (Kent).—Kennedy's Garage, Faversham Rd. Kennington. Tel. Kennington 243. Retail

A YR.—James M. Anderson, 79-81, Prestwick Rd.
A Tel Ayr 63951, Standard retail dealers.
B ALDOCK (Herts).—Quenby Bros., Ltd., Standard
House Tel. 5255. Standard distributors.
B ARNET (Herts).—Odeon Motors, Ltd., Great North

BASINGSTOKE.—Tysoe & Lewin, Ltd. London Rd. Tel. 71. Standard dealers. BATH.—Steels (Bath), Ltd., Lower Bristol Rd. Tel. 61558. Standard retail dealers.

BECKENHAM (Kent).—Dudley Mims Automobiles, Ltd., 128/136, Beckenham Rd. Sydenham 4735.

BEDFORD.—The Bedford Car Mart. Ltd., 92-94.
Ampthill Rd. Bedford 5225. Stocking agents. BEXLEYHEATH. - W. T. Richards (Bexleyheath). Ltd. 74-78, Bryadway. Tel. Bexleyheath 1666. Standard area dealers.

BOGNOR REGIS.-Wilmott's Garage Aldwick Rd.

BOURNEMOUTH.—Cliff Crive Garage, Cross Roads Tel. Southbourne 47653. Standard retail dealers. BRENTWOOD (Essex).—Hutton Garages, Ltd. Tel Brentwood 2417 Standard area dealers.

BROMLEY (Kent).—Norman Hall, Ltd. Blyth Road Garages, Tel Ravensbourne 2583. Retail dealers. BROMLEY (Kent).-K.J. Motors, Ltd., Widmore Rd Tel. Rayensbourne 3456 (8 lines). Main

BUCKHURST HILL (Essex).—Montroe Motors (N. H. Bosweil), Ltd., Epping New Rd., Main A.11 Rd. Tel 1171/2/3, Retail dealers.

CAMBRIDGE.-B. E. Cocks & Co. Ltd., Newnhar Garage, Newnham Rd. Tel 4746, Retail dealers CHANDLER'S FORD (Hants).—Shorts Garage (Chandler's Ford). Ltd., 109. Winchester Rd. Eastleigh. Chandler's Ford 2221. Retail dealers.

CHEAM.—Cheam Motor & Engineering Co., Ltd. Eweli Rd. Vigilant 0125/6/7. Retail dealers. COCKFOSTERS (Herts).—Broadfield Garage & Engineering Co., Ltd., Standard House, Tel.

COLWYN BAY.—Hellingdrake Auto Co. Ltd., Prince Drive, N. Wales. Colwyn Bay 5522 Distributors

COVENTRY .- S. H. Newsome & Co., Ltd., Corpora-tion St. Tel. 5061. Distributors. CRANLEIGH (Surrey).—The Cranleigh Motor Co., Ltd. Tel Cranleigh 523. Retail dealers.

CRAYPORD (Kent).—The Sun Garage & Engineering

CROYDON.—Carrs Auto Sales, Ltd., Standard Hou South End. Tel. Croydon 5088. Distributors. CUCKPIELD (Sussex).—Cuckfield Motor Works, Ltd., Whiteman's Green, Tel., Cuckfield 19, Retail

DARTFORD (Kent).-H. E. Drake, Ltd., 709, Princed Rd., Tel. Dartford 4269, Standard sub-dealers.

DORKING P. W. Mays & Co., Ltd., 105. South St. Tel. 2244. Retail dealers

STANDARD—Continued

EASTBOURNE—Willetts (Eastbourne). Ltd., Jaguar
House, South St. Tel. Eastbourne 1870/1.

EAST GRINSTEAD (Sussex).—West Street Motors
(East Grinstead) Ltd., London Rd. Tel. 5841 (10

EDGWARE (Middx)—Deansbrook Garage, 130, Hale Lane. Tel. Mill Hill 2244. Stocking dealers. EDGWARE (Middx).—Hillside Garage, High St. Tal. 4464/5. Standard stocking dealers.

EPSOM.—Wilsons Automobiles & Coachworks, Ltd., 1.
Dorking Rd. Tel. 3901. Retail dealers. EWELL (Surrey).—Dawnier Motors, Ltd., Ewell By-Page, Tel. Ewell 2382/5/4. Retail dealers. EXETER (Devon)—Lock Brothers, Ladysmith Rd. Tel. Exeter 75990. Standard stocking dealers.

FARNHAM (Surrey).—Mike Hawthorn, Tourist Trophy Garage, Ltd.. East St. Farnham 5363. Retail dealers. GILLINGHAM (Dorset).—Budden's Garage, Ltd. East Stour 258. Retail dealers

GRAVESEND.—Spooner Motors, Ltd., The Grove-Fel. Gravesend 5236/7. Standard retail dealers. HAMPSTEAD, N.W.S.—Rowland Smith (Motors) Ltd., Hampstead High St. Ham. 6041. Retail

HARROW (Middx).—Central Motors (Harrow), Ltd., 105, Pinner Rd. Harrow 1707. Retail dealers. HAYWARDS HEATH.-H. E. Oriffin Motors, Ltd., Commercial Sq. & Queens Rd. Tel. 395/6/7. Area

HENLEY-ON-THAMES.—Lewin & Sargeant, Reading Rd. Tel. 902. Standard retail dealers HERTFORD.—Highway Motors (Hertfordshire), Ltd., 80, Ware Rd Tel. 3692. Retail dealers.

HODDESDON (Herts).—The Hoddesdon Motor Co. Ltd., 21, High St. Tel. 4021. Retail dealers. Tel. North HOLT (Wilts).-H. H. Knight, Ltd. Tel Trowbridge 338. Standard retail dealers

HORSHAM. - Jackson Bros. (Horsham), Ltd., London Rd. Tel. 4311 Main dealers. HOUNSLOW (Middx) .- Kings Motors, Hounslow 15. Hounslow 35.32. Retail dealers HUDDERSFIELD -A. (1. Boyes & Co., Ltd., East Parade. Hudds. 7676 (3 lines). Distributors.

KEW GARDENS, Richmond, Surrey, Westons Gar-age (Kew), Ltd., North Rd. Prospect 4479, Retail LEICESTER.-II. A. Browett & Co., Ltd., Granby St. Tel. 27252/6. Distributors.

LONDON, W.1.—Berkeley Square Garage, Ltd. Berkeley Sq. Grosvenor 4343. Distributors. L ONDON, W.1 -S. Morris & Co., 40. Conduit St Regent 0424 (6 lines). Agents.

LONDON, W1 - Philip Rickards, Ltd., 4, Brick St., Park Lane. Gro 4772 & 4557, Retail dealers. ONDON, W1.—Basil Roy, Ltd., 161, 64. Portland St. Tel. Langham #35/4/5. Retail dealers.

ONDON, W2.—R S. Currie & Co., Ltd., 105, Westbourne Grove Bayswafer 0085. Retail dealers. LONDON W.6.—Normand Ltd., 405-9, King St. Riverside 3665/6 Standard retail dealers.

ONDON, W.S.—Metropolis Garages, Ltd., 45, Earls Court Rd., Kenshigton. Western 4544. Dealers. Loupe Grove. Bayswater 4274. Retail dealers. Loupe Grove. Bayswater 4274. Retail dealers. London, W.15.—Green Man Garage (Ealing), Ltd. G4 The Broadway, West Ealing. Ealing 5044 Stockists.

LONDON, W.C.2.—Leicester Garage, Ltd., 10-11 Great Newport &t Temple Bar 1313. Retail

LONDON, N.W 2 - Starnes Motors, 103. The Broad way. Cricklewood. Gladstone 2480 Retail dealers LONDON, N.W.3 -E. L. Mendel, Ltd., 297, Finchley Rd. Tel Speedwell 9891/2. Retail dealers.

L ONDON, N.W.6.—Blue Star Garages, Ltd., 63. Portune Green Rd., Hampstead. Ham. 2211 & Swiss Cottage 3460. Retail dealers.

LONDON, R.W 7 —Hillwood Motors, Ltd., 559, 565-571 Wattord Way Mill Hill 4235. Appointed LONDON NW 10.—Burge & Inglis (Motors), Ltd.
Dudden Hill Lane, Neasden. Willesden 4869

LONDON, N.2.—Motourists (London), Ltd., Great North Rd., East Finchley Station. Tudor 2501/2

LONDON, N.6.—Martin Motors (Highgate), Ltd. Highgate High St., Highgate, Mountview 320

L ONDON, N 16.—Hunter Motors, Ltd., 85-87, Stoke Newington Rd. Clissold 0031/5. Retail dealers.

LONDON, E8.-Leigh & Botfield, Ltd., 233-9, Mare St. Hackney, Amherst 6411. LONDON, E.C.2 -Paul Street Garage, Ltd., 20, Pau. St., Bishopsgate 6781/2/3/4. Retail dealers.

LONDON, S.E. 10. - Greenwich Automobiles, Ltd., 18-19, Stockwell St. Tel. Greenwich 1438 & 5278.

LONDON, S.E.12.—St. Mildreds Car Sales, Ltd., 112-114, St. Mildreds Rd., Lee. Hither Greek 2771, 3049, Main agents.

LONDON, S.E.13.—Premier Motors, 295-7, Lewishau, High St., Lewisham. Lee Green 1051/2. Retail

LONDON, S.E.19.—Selburst Park Garages. 46-48. Church Rd., S.E.19. Tel. Livingstone 2606. L ONDON, S.E. 20.—Harold G. Cole & Co., Ltd., an-caster Garage, Croydon Rd., Penge, Syden hall

L ONDON, S.E.23.—Seager & Co., 175, Perry Vale. Forest Hill 1858. Retail dealers.

L ONDON, S.E.24.—George Osborne, Ltd. Herne Hill Rd. Tel. Brixton 2087/8/9

L ondon, S.E. 26.—Hillier Motors, Ltd., 134-156, Dart-mouth Rd. Forest Hill 9351 2 & 2432 Revall dearest

CARS. FOR - NEW 8 COMMERCIAL

STANDARD—Continued

LONDON, 8 W 2—Wilson's Automobiles & Coachworks, Ltd 36-38. Acre Lane. Brixton 4011. Retail

L ONDON, S W 7 -Le Grice Elers, Ltd., 107-109, Old Brompton Rd . South Kensington. Ken. 2477 LONDON, S W 15.-X.L. Service Station. Kingston Yale. Tel Kingston 8333. Retail dealers. L ONDON, S. W. IE. - Bertram Cowen, Ltd., 1-3, Hermi-tage Lane, Streatham Pollarda 2100. Retail dealers

LONDON. 8 W 19 -- Merton Park Garage, 255-265 Kingston Rd Tei Liberty 7611. Retail dealers L UTON. -P. H Muse (Garages), Ltd., Park St. Luton 5825 Retail dealers.

MAIDENHEAD (Beras). - Hall's Garage, Windsor Rd Tel. Maidenhead 713 Standard district agents MAIDENHEAD (Berks) -W R Hammant, Ltd., The Garage, Woodlands Park. Littlewick Green 570/1

NEW BARNET (Herts).—Clockhouse Garage, Brookhill Rd Earnet 3:08. Retail dealer NEW MALDEN (Surrey).—Beverley Motors, Coomb. Rd. Tel Maiden 5232 Standard agents. NEW MALDEN (Surrey).—Paddy's Garage, 59, King-ston Rd. Tel Malden 1539. Retail dealers.

NEW MALDEN (Surrey).—South Western Garage (New Malden). Ltd., Station Yard. Malden 1212

NORTHAMPTON distributors.—The Douglas Garage. Ltd , 46 & i0. Sheep St. Tel. 5391 (5 lines) OXFORD.—Eyles & Eyles, Ltd., "Standard House,"
London Rd. Headington. Oxford 62699. Distributors & main dealers

OXTED (Surrey) -O. Rice Bros., Ltd. Tel. Oxted PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd. Pinner 9888. Standard distributors.

PONDERS END (Middx).-Walters (Motors). Ltd., 556-360, High St. Howard 1646 & 1951. Main

PUTNEY, S.W.15 — Robbins of Putney, Ltd., 96 & 98. Upper Richmond Rd. Putney 7881/5. READING. Julians of Reading, Ltd., 27, Kings Rd Reading 52494 Standard distributors.

RICHMOND.—The Black Horse Garage (Richmond). Ltd., 174-6. Sheen Rd. Richmond 6441-3. Retail

R OMFORD (Essex).-Romford Motor Co., Ltd., 181, South St Romford 61200. Standard retail dealers ROMSEY.-B A Rolfe & Sons, Ltd. Tel. Romsey 3185 6 7. Standard main agents.

SAFFRON WALDEN (Essex).—Raynham & Co., Ltd...
The Motor House Tel. Saffron Walden 2334. SEVENOAKS (Kem).—M.U. Motors, Seal Rd. Tel Sevenoaks 4232 Standard retail dealers.

SIDCUP (Kent).—Hatherley Garage (Sidcup), Ltd... Hatherley Rd Poots Cray 1126/8. Area dealers SOUTHAMPTON -Fairway Motors, Ltd., 151-9, Bit-terne Rd. Tel 25466/7 Standard retail dealers SOUTH KENSINGTON, S.W.7.—European Cars, Ltd., 129. Old Brompton Rd. Fremantle 7711. Agents. SOUTH NORWOOD. S.E.25.—Leathwood's Garages.

Ltd., 3. Se'hurst Rd Thornton Heath 8261

ST. ANNES-ON-SEA (Lanca).—Kings Road Garage Co., Ltd., Kings Rd Tel. St. Annes 670. ST. NEOTS (Hunts) .- Pash'ey's Garage, 46-48, Cam bridge St Tel St. Neots 133. Standard dealers TADWORTH (Surrey). - French & Foxwell, Ltd. Tel. Burgh Heath 66 Dealers.

TEDDINGTON (M:ddx).-Guy Salmon (Teddington).
Ltd., 29-31, Bigh St. Tel. Kingston 1193. TOTNES.—Evans & Cutier, Ltd., "The Standard People". Tel Toines 2466 (3 lines). Area

TUNBRIDGE WELLS. Stevensons Motors, Ltd., 12.
London Rd. Tunbridge Wells 3440. Standard

TUNBRIDGE WELLS. - Wards Service Garage, Ltd., 319-323, St. Johns Rd. Southborough 1000 Area

TWICKENHAM. -Spilins (Twickenham), Ltd., Heath Rd. Tel. Popularove 1035/6/7/8. Standard area

UPMINSTER (Essex).—Vasil Motors (Upminster), Ltd. 211 Corbets Tey Rd. Upminster 6161/2. UPPER NORWOOD. Selhurst Park Garages, 46-Church Rd. S E. 19 Tel. Livingstone 2606

WALLINGTON (Surrey).—E'gin Road Carage, Elgin Red. Tel wallington 1749. Standard stockists WALTON-ON-THAMES.—Walton Car Sales. Ltd. Grove Filhing Station. 98. Terrace Rd. Tel. 759 & Retail dealers.

WANTAGE (Berks).-L. A. Norris, The Garage. Childrey Tel Childrey 239. Retail dealers.

WEALDSTONE (Middx).-G. & C. Mo'or Garages Ltd., Canning Rd. Harrow 3432/3. Retail dealers WESTCLIFF-ON-SEA.—Chalkwell Motor Co., Ltd., 694-6, London Rd Leiga-on-Sea 78247. Retail

WIMBLEDON, S.W.19.—Dudley Cobbold, 203, 210, 216, The Broadway. Cherrywood 3366/7.

WIMBLEDON. 8 W.19.—L. F. Dove. Ltd., 44-48, Kingston Rd Tel. Liberty 3456. Distributors. WINKLEIGH (Devon).—Mid-Devon Motor Co., Tel. Winkleigh 225 Retail dealers.

WOKING (Surrey).-L. P. Dove, Ltd., Guildford Rd. Tel. Woking 1282. Retail dealers. WOODFORD GREEN (Essex).—David Evan-(Garages). Ltd., High Rd. Buckhurst 1955. Retail

WOOTTON BASSETT. -Strange's Manor Garage. High St. Wootton Bassett 216. Retail dealers.

WORTHING.—Boorers Garage, 53, Broadwater St. Tel. Worthine 5467/8. Standard area dealers.

WORTHING (Sussex).-Brook Lane Garage, Ltd., Brook Lane, Ferring, Goring 41095, Retail

SCOTLAND STANDARD A YR.—James M. Anderson, 79-Tel. Ayr 63951. Standard rec -81. Prestwick Rd.

STUDEBAKER

LONDON, N.W.1.—Studebaker Distributors, Ltd., 385-387. Euston Rd. Tel Euston 4444.

SUNBEAM

A BERGELE.—Stater's Garages (Abergele), Ltd. Tel.
Abergele 2346 (4 lines). Sunbeam retail dealers.

A NDOVER (Hants).—J S. Monro, Newbury Rd. Tel.
Andover 3006 Sunbeam retail dealers.

Carage, Ltd., Station

A SHFORD (Kent).—Crouch's Carage, Ltd., Station BARNET (Herts).—Hadley Green Garagas, Ltd., 402, High St. Barnet 0532. Area dealors. BATLE (Bussex).—Telham Service Station. Tel.

BECKENHAM (Kent).—Saunders Abbott, Ltd., 1, Wick-ham Rd. Tel. Beclepham 7276. Retail dealers. BEXLEYHEATH (Kent).—Broadway Motors (J D. Vergette, L.d.), 16-18, Broadway Bexleyheath

BIRKENHEAD.-Kirbys, Ltd., Woodchurch Rd., Prenton. Tel. Mountwood 2205. Sunbeam dis-BLACKPOOL.-Kirbys, Ltd., 292, Church St. Tel. Blackpool 23485. Sunbeam distributors.

BOURNEMOUTH. George Hartwell, Ltd., 35-41.
Ho.denhurst Rd. Tel. 4161 Main dealers. BROMLEY (Kent).—Tudor Auto Services, Ltd., Tudor Garage, Hastings Rd. Ravenssourne 9015. Area

BUCKHURST HILL (Essex).—Moniroe Motors (N. H. Bosec, I). Ltd... Spp.ng New Rd... Main All Rd. 1: 1171/23. Retail dealers.

BYPLEET (Surrey).—Noel Roscoe. Ltd... Righ Rd. Byfleet (70 & 419) Exclusive Rootes dealers.

CHIGWELL (Essex).—Grange Hill Garage, Ltd., & Bald Hind Garage, Manor Rd. Halnault 2685.

CHRISTCHURCH (Hants).—Gibsons Sports Car (Christchurch), Ltd., Lyndhurst Rd. Tel. High COBHAM (Surrey).—Central Garage (Surrey), Ltd., Portsmeuth Rd. Cobham 506 & 5259. Retail

COULSDON.—H. Harmer (Coulsdon), Ltd., 272, Chip-read Valley Rd. Tel. Downland 2255.

COVENTRY -- Mortons Garage, Ltd., 81. Binley Rd. Tel. 53554. Sunbeam retail dealers. COWLEY, Nr. Uxbridge.—Times Garages, Ltd., High St. Tel Uxbridge 6521 Retail dealers.

CRANHAM, Nr. Upminster.—J. B. Rogerson (Garages), Ltd., Pegasus Garage, Front Lane, Upminster 2816 Warn dealers

CROYDON.—Manton Motors, Ltd., 25-27, 37-59, Shirity Rd Tel. Addiscombe 6051/6.
CROYDON.—Smith Auto Co., Ltd., 145, London Rd. Tel. Croydon 2115. Area dealers.
DORCHESTRR.—Merchants Garage, High West 84.
Tel Dorchester 560. Sunbeam main dealers.

EAST GRINSTEAD (Suseex).—West Street Motors (East Grinsteau), Ltd., London Rd. Tel. 3841 (10 Lnes Retail dealers.

EGHAM (Surrey) .- W. & I. Engineering Co., Ltd. Star Works, High St. Egham 495 Retail dealers ENFIELD (Middx).-Lyne, Frank & Wagstaff, Ltd., London Rd. Enfield 1203 4/5. Area dealers.

FARNBOROUGH (Hants).—Crescent Service Station Mytchett Rd., Mytchett. Farnborough 2164. Sunbeam retail dealers.

GLOUCESTER. Taylor's Crypt House Motors, Ltd. London Rd. Tel. 24081 (4 lines). Main dealers GREENFORD (Middx).—Perivale Motors, Ltd. Wes'ern Ave. Tel. Perivale 0585/6. Retail dealers GUILDFORD.-A. Gray & Co., Ltd., 7 & 8, Wood-bridge Rd. Tel. 2885. Main designs.

HARROW (Middx).—Automobile & Aircraft Services. Ltd., 609, Kenton Rd., Kenton, Wordsworth 7805. Retail dealers.

HARROW.—Northern Motors of Harrow, 184-194 Pinner Rd Tel. Harrow 4444. Retail dealers. IPSWICH.—Howes & Sons, Ltd., St. Georges St. Tel 52296.7. Sunbeam main dealers.

KINGSTON-UPON-THAMES.-H. Taylor & Co., 135-7, London Ed. Kingston 1263 (6 tines). Area LEWES (Sussex).—Ruggs Ltd., Station Garage. Lewes 147. Sunbeam main dealers.

LIVERPOOL.—Kirbys. Ltd., 52-58. Renshaw Tel. Liverpool Reyal 3567. Sunbeam distribut LONDON, W.5.—Ealing Motor Co., 13-14. The Mail. Tel Ealing 1132. Retail dealers.

LONDON, W.6.—Normand, Ltd., 405-9, King St. Riverside 3665/6. Sunbeam retail dealers. LONDON, W.11.—Lex Garages, Ltd., 230-236, West-bourne Grove, Tel. Park 1848. Retail dealers. LONDON, W.11.-G. E. Widden & Co., Ltd., St., Mark's Rd., North Kensington. Park 4949. Retail

L ONDON, W.12.-D. Creed, 176, Goldhawk Rd. Tel. Shepherds Bush 2812, Retail dealers. L ONDON, N.W.6.—M.E.T. Garages. Ltd., 409, Kil-burn High Rd. Tel. 4801/2/3 & 7082. Retail

ONDON, N.1.—Cattermoles (Garages), Ltd., 79-89, Pentonville Rd. Terminus 1001/7. Sunbeam re-ifi dealers.

L ONDON, N.12.—Lindsay Brothers, Ltd., 923-925, High Rd., North Finchley, Hillside 1022. Area

ONDON, N.17.—Robert Chidley, Ltd., 658, High

ONDON, E.L.—Zenith Motor & Engineering Works.

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J. ONDON, E.L.—Forest Oste Motor Co., 513, Romford

Rd. Porest Oste Motor Co., 513, Romford

Rd. Porest Oste Gracegwood 5166. Retail

ONDON, E.9.—Homerton Garage, Ltd., 112, High St., Homerton Amherst 0236. Retail dealers. L ONDON, E.11.—Nightingale Motors, Ltd., Nightingale Lane Tel. Wanstead 5155. Retail dealers. ONDON, S.E.1.—Contay Motor Wc.ks, Ltd., 1848.
Southwark Bridge Rd. Waterloo 5182/5. Retail

LONDON, S.E.1.—Hotchkins Garages, 450, Old Kent Rd. Tel Ber, 1577/8, Main dealers. LONDON, S.B.S.—Carris Motors, Ltd., 104-108, Bromley Rd., Cattord, Rither Orean 1451, Area

LONDON, S.E 13.—Carris Motors, Ltd., Lewisham Bridge Tel Lee 8585 Area dealers. ONDON, S.E.15. -Regal Garage (Old Kent Rd.).

LONDON, S.W.2.—Escott & Co. (Brixton), Ltd., 53.
Acre Lane Brixton 5407/8. Retail dealers. LONDON, 8.W.5.—Brixton Garage, Ltd., 52-58, berwell New Rd. Reliance 5181/3. Retail de ONDON, S.W.6.—Atalanta Service Station, 79-81, New Kings Rd. Renown 1183. Retail dealers. ONDON, S.W.7.—Brew Brothers, Ltd., 185, Brompton Rd., S Kensington, Pre 3333. R

LUNDON, S.W.7.—Harold Radford & Co., Ltd., Mel-ton Court, South Kensington, Kensington 6642. ONDON, S.W.12.—Nightingale Engineering Co., 144. Western Lane, Nightingale Lane. Satterses 2194. Main dealers.

L ONDON, S.W.19.—Burt's Motors, I. High St., Cub-liers Wood. Laberty 2232. Retail dealers, MAIDENHEAD (Berks).—R. S. Mead (Sales), Ltd., 42. Queens St. Maidenbead 3431/2. Area dealers. MALVERN (Worcs).—Bowman & Acock, Ltd., Pick-ersleigh Garage, Worcester Rd. Maivern 363.

NEWPORT (Mon).—P. R. Morgan & Co., Ltd., 57-50, Chenstow Rd. Tel. 58411 (6 lines). Main

NEWTON MEARNS.—Andersons (Newton Mearns). Ltd., 268, Ayr Rd. Newton Mearns 2271. Sun-beam main dealers.

NORTHAMPTON -Arthur Mullimer, Ltd., Bridge St. PETTS WOOD (Kent) —Dunstonian Garage, Station Square Tel. Orpington 24232, Area dealers, PINNER (Middx) .- Northwood Hills Motor Co., Joel St., Northwood Hills, Northwood 127/2, Retail

POOLE (Dorset).—Parkway Garages, Ltd. Sandbanks, Rd., Parkstone. Canford Caffs 78078 & 78278.

READING (Berks).—Reading Garage Co., Ltd. Corr.

ROMFORD (Essex).—The Links Garage, Collier Row, Tel. 5382. Surbeam Area dealers. ROMFORD.—Romford Commercial Cars. 20-28, London Rd. Tel. 45844. Sunbeam area dealers.

RUGBY.-Geo. T. Hilton & Co., Ltd., North St. Tel. SOUTHAMPTON —Alec Bennett Ltd., 133, Portswood Rd. Tel. 54031 (5 lines) Main dealers.

SOUTHPORT.—Kirbys, Ltd., 91, Lord St. Tel. Southport 4158. Sunbeam distributors. ST. ALBANS (Herts).—Orimaldi Bres., Ltd. Tel.

SURBITON -H. Taylor & Co., 1-2, The Crescent. SUTTON (Surrey).—Phoenix Motor Co. (Surrey), Ltd., Phoenix House, High St. Vigilant Olel (8 lines).

TOTTENHAM, N.17.—Hale Motors (Tottenham), Ltd., The Hale, Tel. Tottenham 7771/4 Stocking

WEYBRIDGE.—R. J. Shanks & Co., Ltd., Baker St., Weybridge 2238 (2 lines). Area dealers. WOKING (Surrey).-L. F. Dove, Ltd., Guildford Rd. Tel. Woking 1282. Retail dealers.

TRIUMPH A MERSHAM.—Station Garages (Amersham & Chai-font), Ltd., Standard House, Amersham 870. Dis-

BALDOCK (Herts).—Quen'y Bros., Ltd., Standard House, Tel. 3255. Triumph distributors. BARNET (Herts).-Odeon Motors, Ltd., Oreat North Rd Tel. Barnet 1144.

BASINGSTOKE.—Tysoe & Levin, Ltd., London Rd.

BEKLEYHEATH.—W. T. Richards (Bexleyheath). Triumph area dealers. Tel. Bexleyheath 1686

CHANDLER'S FORD (Hants).—Shorts Garages (Chandler's Ford), Ltd., 109 Winchester Rd., Hast-leich Chandler's Ford 2221 Retail dealers. CHEAM.—Cheam Motor & Engineering Co., Ltd., Ewell Rd Vigilant 0125/6/7. Retail dealers.

COCKFOSTERS (Herta).—Broadfield Garage & Lingingering Co., Ltd., Standard House, T.4.

COVENTRY.—S. H. Newsome & Co., Ltd., Corpora-tion St. Tel. 5061. Distributors. CRAYFORD (Kent).—The Sun Gerage & Engineering Co. Ltd., Bexley Lane. Bexleyheath 3674. Retail

CROYDON.—Carra Auto Sales, Ltd., Standard House,

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

TRIUMPH—Continued

D'ARTFORD (Kent).—H. E. Drake. Ltd., 709. Princes
Rd. Tel. Dartford 4269. Triumph sub-dealers.

DORKING.—F. W. Mays & Co., Ltd., 105. Bouth
St. Tgl. 2244. Retail dealers.

EASTBOURNE.—Willett. (Eastbourne), Ltd., Jaguar House South St. Tel. Eastbourne 1870/1. EWELL (Surrey).—Dawnier Motors, Ltd., Ewell By-Pass. Tel. Ewell 2382/5/4. Retail dealers.

HAMPSTEAD, N.W.J-Rowland Smith (Motors) HLtd. Hampstead High St. Ham 6041. Retail Gealers HERTFORD.—Highway Motors (Hertford), Ltd., 60, Ware Rd. Tel. 3692. Retail dealers.

H Ltd 21, High St. Tel. 4021. Retail dealers.

H Ltd 21, High St. Tel. 4021. Retail dealers.

H OUNSLOW (Middx)—Kings Motors Hounslow,
Ltd. 1, High St Hounslow 5525. Retail dealers.

H UDDERSFIELD.—A G. Boyes & Co., Ltd., Rast
Farade. Hudds 7676 (3 lines). Distributors.

L EICESTER.—H. A. Browett & Co., Ltd., 60/66.
Grandy St. Tel. 27252/6. Distributors.

L Grandy St. Tel. 27252/6 Distributors.

ONDON, W.I.—Berkeley Square Gange, Ltd., Berkeley Sq. Grosvenor 3433. Distributors.

ONDON, W.I.—S. Morris & Co., 40, Conduit St. Regen. 0424 (6 ines). Agents.

L ONDON, W.2.—R. S. Currie & Co., Ltd., 106, West-bourne Grove. Bayswater 0085. Retail dealers.

ONDON, W.11.—John S. Truscott, Ltd., 173, West-bourne Grove. Bayswater 4274. Retail dealers.

J ONDON, W.13.—Green Man Garase (Ealing). Ltd.

L bourne Grove, Bayswater 4274. Retail dealers.

I ONDON, W.15.—Green Man Garage (Esling), Ltd., 64. The Broadway, West Esling. Ealing 5044

Blockists.

I ONDON N.W.2.—Starmes Motors, 103. The Broadway.

L ONDON, N.W.2.—Starnes Motors, 103, The Broadway, Cricklewood, Gladstone 2460, Retail dealers, L ONDON, N.W.3.—E L. Mendel, Ltd., 297, Finchley Rd Tel Speedwell 8891,2, Retail dealers, CONDON, N.W.10.—Burge & Inglis (Motors), Ltd., Dudden Hill Lane, Neasden, Tel. Willeaden 4869.

Retail dealers

LONDON, S.E.12.—St. Mildreds Car Sales, Ltd. 112-114, St. Mildreds Rd., Lee. Hither Green 2771, 8048. Main agents.

2771, 8048. Main agents.

ONDON, S.E.13.—Premier Motors, 295-7, Lewisham High St., Lewisham. Lee Green 1051/2. Retail dealers.

dealers.

LONDON, S.E.19.—Seihurst Park Garages, 46-48.
Church Rd., S.E.19. Tel. Livingstone 2606.

L ONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd Tel Brixton 2087/8/9.

L ONDON, S.E.26.—Hillier Motors, Ltd., 144-156, Dartmouth Rd. Forest Hill 9351/2, 2432. Retail

dealers

LONDON. S.W.2.—Wilson's Automobiles & Coachworks, Ltd., 36-38, Acre Lane. Brixton 4011.

Retail dealers

L ONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., South Kensington, Ken. 2477.

NEW MALDEN (Surrey).—Beverley Motors, Coombe Rd Tel. Malden 3232. Triumph agents, NORTHAMPTON Distributors.—The Douglas Garage, Ltd., 46 & 50. Sheep St. Tel. 3591 (3 lines).

OXFORD.—Eyles & Eyles, Ltd., Standard House, London Rd., Headington, Oxford 62699. Distributors and main dealers.

DINNER (Middx).—Greenhill Motor Cu., Ltd., Marsh Rd. Pinner 9888 Triumph distributors DONDERS END (Middx).—Walters (Motors), Ltd., 356-560. High St. Howard 1646 & 1931. Main

PUTNEY, S.W.15.—Robbins of Putney, Ltd., 96 & 98, Upper Richmons Rd Putney 7881/5.

R EADING.—Julians of Reading, Ltd., 27, Kings Rd. Reading 52494 Triumph distributors.

R OMFORD (Essex).—Romford Motor Co., Ltd., 181, South St. Romford 61200. Triumph retail dealers.

R OMSEY.—B. A. Rolfe & Sons, Ltd., Tel. Romsey 3185-6-7 Triumph main agents.

SEVENOAKS (Kent).—M U. Motors, Seal Rd. Tel. Sevenoaks 4232. Triumph retail dealers.

SIDCUP (Rent).—Hatherley Garage (Sidcup), Ltd., Hatherley Rd Foots Cray 1126/8. Area dealers.

SOUTH KENSINGTON, S.W.7.—European Cars, Ltd., 129, Old Brompton Rd. Fremantle 7711, Agenta...

SOUTH NORWOOD. S.E.25.—Leathwood's Garages. Ltd., 5, Selburst Rd. Thornton Heath 8361.

ST ANNES-ON-SEA (Lancs).—Kings Road Garage Co., Ltd., Kings Rd. Tel.: 8t. Annes 670.

ST NEOTS (Hunts).—Pashley's Garage, 46-48, Cambridge St. Tel. St. Neots 135, Triumph dealers.

TOTNES.—Evans & Cutler, Ltd., "The Standard People." Tel, Totnes 2466 (3 lines). Area dealers.

TUNBRIDGE WELLS.—Stevensons Motors, Ltd., 12, London Rd. Tunbridge Wells 3440. Triumph distributors
TUNBRIDGE WELLS.—Wards Service Garage, Ltd., 319-325, St. John Rd. Southborough 1000. Area

UPMINSTER (Essex).—Vasil Motors (Upminster), Ltd., 211, Corbets Tey Rd. Upminster 6161/2.

UPPER NORWOOD.—Selhurst Park Garages, 46-48, Church Rd., 8.E.19. Tel. Livingstone 2606.

WEALDSTONE (Middx).—G. & C. Motor Garages, Ltd., Canning Rd. Harrow 3432/3. Retail dealers. WESTCLIFF-ON-SEA.—Chalkwell Motor Co., Ltd., 684-6, London Rd. Leigh-on-Sea 76247. Retail

dealers.

WIMBLEDON, 8.W.10. L. P. Dove, Ltd., 44-48, Kingston Rd. Tel. Liberty \$456. Distributors.

WOODPOHD GREEN (Resex).—David Evans (Garages), Ltd., High Rd. Buckhurst 1965. Retail

WOOTTON BASSETT.-Strange's Manor Garage, High St. Wootton Bassett 218. Retail dealers.

TRIUMPH—Continued
WORTHING.—Boorers Garage 55, Broadwater 8t.
Tel. Worthing 5-67-8. Triumph area dealers.
WORTHING.—K. N. Rudd (Engineera), Ltd., 41,
High St. Tel. 7773-4, Retail dealers.

BOREHAM WOOD (Herts).—S. H. Opperman. Ltd.
L ONDON, W.1.—M.P.H.W. Sales, Ltd., 23, Piccadilly.
L Tel. Gerrard 6055. Unious distributors.
L ONDON, W.11.—M.P.H.W. Sales, Ltd., 186, Holland
Dark Ave. (By Shepherds Bush Green). Park 2410.
Distributors.
R EADING.—Jack Hill 271, Oxford Ed. Tel. Reading
54977 Unicar distributors.

WOKING.-M.P.H.W. Sales, Ltd., 67, Goldsworth Rd. Tel. Woking 5231. Unicar distributors.

VAUXHALL

A BERGELE.—Slater's Garages (Abergele), Ltd. Tel
Abergele 2346 (4 lines). Vauxhall retail dealers.

A LDERSHOT.—E. J. Baker & Co. (Dorking), Ltd.
42-44. Birchet Rd. Aldershot 777. Main dealers

A MERSHAM.—Station Garages (Amersham & Chal
font). Ltd., Station Approach, Little Challont

Little Challont 2017. Area dealers.

A SCOT (Berks).—Drake & Mount, Ltd., Brockenhurst Rd. Tel. Ascot 163, Retail dealers.

A YLESBURY.—Shaw & Kilburn, Ltd., 143, Cambridge 8t. Tel. 2521. Vauxhail main dealers.

B 1815. (B lines). Vauxhail main dealers.

B 00TRNEMOUTH.—Lee Motor Works (Bournemouth). 6-7. The Square. Tel. Bournemouth 5228. Main

dealers.

BRACKNELL (Berks).—Drake & Mount, Ltd., High St. Tel. Bracknell 757. Retail dealers.

BRADFORD-ON-AVON (Wiles).—D. R. Keates, Central Garage. Tel. Bradford-on-Avon 2237. Retaidealers.

DEDGEWATER Real Mediand & Wills Ltd. Mon.

BRIDGWATER:—Real Mediand & Wills, Ltd., Monmouth St. Tel. 2639. Vauxhall main dealers.

BROMLEY (Kent).—Davis & Hill, Ltd., 101, Bromley Common. Ravensbourne 2639. Retail dealers.

BROMLEY (Kent).—K.J. Motors, Ltd., Widmore Rd., Tel. Ravensbourne 3458 (Bines). Majn dealers. CAMBRIDGE.—Welch's Garage (Stapleford), Ltd., London Rd., Stapleford Tel. Sheltord 3017.

CATERHAM (Surrey).—Layham's of Caterham, Croydon Rd. Tel, Caterham 2384. Vauxhall retail

CHELSEA, S.W.3. Kaye Don, Ltd.. Pontiac Works, C.5. Jubilee Piace. Flaxman 7752. Official dealers. CHERTSEY.—E, J. Baker & Co. (Dorking), Ltd.. C55-61, London St. Chertsey 2391. Main dealers. CHISLEHURST, SIDCUP.—Western Motor Works (Chislehurst), Ltd.. Perry St. Footscray 1122.

COALVILLE.—Forest Road Garage Co., Ltd., London Rd. Coalville 881/2. Main agents.

COBHAM (Surrey).—Rowland Weller (Garages), Ltd.,
The Tilk. Cohnam 16 & 331. Retail dealers.

COLCHESTER.—Spuring Motors, Ltd., North Hill.
Tel. 4261 & North Station Rd. Tel. 3924. Main dealers.

CRANLEIGH (Surrey)—The Cranleigh Motor Co.

CRANLEIGH (Surrey).—The Cranleigh Motor Co., Ltd. Tel. Cranleigh 523, Area dealers. CRAWLEY (Sussex).—County Oak Service Station, Ltd., London Rd. Crawley 25475/6/7. Main

DARTFORD (Kent).—Western Motor Works (Dartford), Ltd., Princes Rd. Dartford 4721. Main dealers.

DORCHESTER.—Lee Motors (Bournemouth), Ltd., Trinity St. Tel. 1194. Main dealers.

DORKING.—E. J. Baker & Co. (Dorking), Ltd., High 8t. Dorking 5822. Main dealers. DOVERCOURT (Essex).—Central Garage. Tel. Harwich 44. Vauxhall retail dealers.

EAST GRINSTEAD.—E. J. Baker & Co. (Dorking), Ltd., 175, London Rd. East Grinstead 90. Main dealers.

E PSOM.—Page Motors, Ltd., 70, High St. Tel. E 9891/2/3. Area dealers. FAREHAM (Hants).—Cedar Service Station, Ltd. Tel. 2277. Vauxhall agents.

FARINGDON (Berks).—Eagle Motors (Faringdon), Ltd., Station Rd. Tel. Faringdon 2261. Area

FINCHLEY, N.3.—Pope's of Finchley, 59-45. Bald land Tel. Finchley 0115/7. Vauxhall main

GORING-ON-THAMES (Oxon).—James Franklin, The Garage, High St. Goring-on-Thames 37, Stocking dealers.

GULDFORD.—E. J. Baker & Co. (Dorking), Ltd., 180, High St. Guildford 3341. Main dealers, HAMPTON COURT.—G. W. Wilkin, Ltd., Palace Gate Garage, Lion Gate. Molesey 6109. Retail

HARLOW (Essex).—Parsons & Parsons (Garages), Ltd. Potters Street 121/2/3. Main distributors. HARROW.—Northern Motors of Harrow, 184-194, Primer Rd. 7el. Harrow 4444. Retail dealers. HASLEMERE (Surrey).—Parnham Lane Garage, Wey Hill. Tel. Hasiemers 1600 & 1601 Area dealers.

HAVERPORDWEST, Pembs.—Green's Motors, Ltd., Jubilee Gardens. Tel. 741. Vauxhall main deilers HODDESDON, Herts.—The Hoddesdom Motor Co., LUL, 21, High St. Tel. 4021. Area dealers. VORSHAW.—Jackson Rres. (Horsham), Ltd., Long

HORSHAM.—Jackson Bros. (Horsham), Ltd., London Rd. Tel. 4511. Main dealers.

IPSWICH.—McNamara Motors, Ltd., St. Helens St. Tel. 56365 (4 lines). Retail dealers.

VAUXHALL—Continued

KINGSTON-UPON-THAMES.—Kingston Hill Motor
Motor Works, Ltd., Kingston Hill. Tel. Kingston

IPHOOK (Hants).—The Whitehart Oarage (Liphok), Ltd. Tel. Liphook 2565.4. Retail dealers CONDON W.2.—Hamilton Motors (London), Ltd. Condon), Ltd. Condon), Ltd. Condon Condon Ltd. Condon Condon Ltd. Condon Cond

LONDON W.4.—Spurling Motors, Ltd., Bedford House, Chiawick High Rd. Chiswick 6741. Area

ONDON, W.6.—Lawson Pigott Motors, Ltd., 320-2.

King St., Hammersmith. Tel Riverside 4111.

ONDON, N.W.3.—Blue Star Garages, Ltd., 617.

Finohiev Rd. Hampstead 2254 (5 lines). Retail

LONDON N.W.7.—Hillwood Motors, Ltd., 559,565-574. Watford Way. Mill Hill 4235. Appointed dealers. LONDON N.W.9.—Spurling Motor Bodies, Ltd., Edg-Justibutors. The Hyde. Colindaie 7171 (15 lines)

L ONDON, N.2.—Lyttelton Garage. Lyttelton Rd. Hampstead Garden Suburb. Spc. 3500. Retail dealers. L ONDON, N.9.—Grove Garage & Motors, 293-7, Fore St. Edmonton. 6050 & 4162. Retail dealers.

L St. Edmonton. 6050 & 4162. Retail dealers.

LONDON, E.1.—Spurling Motor Bodies, Ltd., 176-9,
Shoreditch High St. Snoreditch 8435. Mair
dealers.

ONDON, E.S.—Leigh & Batfield, Ltd., 233-5, Marv LSt., Hackney, Amherst 6411. ONDON, E.10.—Gordon Garage (Leyton), Ltd., 209-219, Lea Bridge Rd., Leyton, Leytonstone 5232/4, Retail dealers

23Z4.4 Retail dealers.

ONDON, S.E.24.—The Shead Motor Co., 339

ONDON, S.W.7.—Harold Radford & Co., Lid.

Undon, S.W.7.—Harold Radford & Co., Lid.

L Melton Court, South Kensington. Kensington 6642

OWESTOPT.—Central Garage (Lowestoft), Lid.

Tel. Lowestoft 512. Vauxhall main dealers.

LUTON (Bedfordshire) —Plowmans, Ltd., 15, Hitchia Rd. Luton 2226. Retail dealers.

LUTON (Beds).—Shaw & Kilburn. Ltd., 546-550
Dunstable Rd. Tel. 7344. Vauxhali main dealers.

MARKYATE (Herts).—Harts Motors (Markyate),
Ltd. High St. Tel. Markyate 44. Retail

MITCHAM.—Fairgreen Motors, Ltd., 34-6, Upper MitCHAM.—Fairgreen Motors, Ltd., 34-6, Upper MitCHAM.—Fairgreen Motors, Ltd., 34-6, Upper New Motors, Ltd., 184-6, East Bernet Rd. Tei Barnet 1061.

NEWBURY (Berko).—Wheelers (Newbury) Ltd., The Broadway, Tel. Newbury 1020 Main dealers.

PLYMOUTH.—Allen's ef Plymouth, 105, Tavistock Rd. Tel. Plymouth 68888. Distributors. PUTNEY, 8, W.15.—Robbins of Putney, Ltd., 96-98. Upper Richmond Rd. Putney 7881/S.

RAINHAM (Essex).—Silverline Garage, Ltd., New Rd. Tel. Rainham 4628/9. Retail dealers. ROMSEY (Hants).—Mitchell Bros., Middlebridge St. Tel. Romsey 2106. Area dealers.

RYE (Sussex).—Davies Garage (Rye), Ltd. Tel.
Rye (2329 (2 lines). Vauxhall retail dealers.

SAFFRON WALDEN (Essex).—Raynham & Co., Ltd., The Motor House, Tel. Saffron Walden 2834.

SALISBURY.—Chilmark Garages, Chilmark. Tel. Teffont 302. Retail dealers.

SOUTHAMPTON.—H. C. Dobbe, Ltd., 117, Ledge Rd. Tel. 25518. Vauxhall retail dealers. STAINER.—B. J. Baker & Co. (Dorking), Ltd., 275. London Rd. Staines 4211. Main dealers.

SUTTON (Surrey).—Benhill Motors, Ltd., Bedford House, High 8t. Vigilant 0167/8. Main dealers. TEDDINGTON (Middx).—Guy Saimon (Teddington). Ltd., 29-51, High 8t. Tel. Kingston 1193.

THAMES DITTON (Surrey).—Cuy Salmon Automobiles, Sertamouth Rd. Tel, Emberbrook 5551 (PEX).

TUNBRIDGE WELLS.—E. J. Baker & Co. (Dorking).

TUNBRIDGE WELLS.—E. J. Baker & Co. (Dorking) Ltd., 28-30, 8k. John's Rd. Tunbridge Wells 20212 Main dealers.

UNBRIDGE (Middx).—Gregory's of Unbridge, Ltd., 53 High St. Unbridge, 2522.5, Main dealers.

U53, High 8t. Uxbridge 6432/5. Main dealers.

WARRINGTON.—P.L.P. Motors, Ltd. (Inc. P. Duckworth, Ltd.), 44-48, Winwick St. Warrington
34636. Main dealers.

WATFORD (Herts).—Shaw & Kilburn, Ltd., 329, & Albans Rd. Watford 51718. Main dealers.

WEYBRIDGE.—Wood's Garages, Ltd., High 98.

Tel. Weybridge 2266/9. Vauxhall area dealers.

WOKING (Burrey).—L. F. Dove, Ltd., Guildford Rd. Tel. Woking 1262. Area dealers.

WOKINGHAM.—A. C. Barnes, Barnes Garage Oxford Rd. Tel. 227. Vauxhail area dealers.

VOLKSWAGEN
ABRIDGE (Essen).—Abridge Engineering Co., Ltd.
Market Square. Tel. Theyton Sois 2077.
ASHPORD (Middx).—Davies Moscen, Ltd., 554, Landon Rd. Tel. Ashford 3071.2, Volkswagen die.

Adon Rd. Tel. Ashford 3671/2. Volkswagen distributors.

A YLESBURY.—Keith Garages, Ltd., Bicester Rd. Tel. Aylesbury 3434. Volkswagen distributors.

BIGHTON.—Prestwick (Hove), Ltd., 26-28, St. John's Rd., Hove, 8. Tel. Hove 34037. Distributors.

BROMLEY (Kent).—Johnson & Brown, 268-270, Retail dealers.

CAMBRIDGE.—Birch's Garage, Ltd., 49-51, Victoria Rd. Cambridge 4589, Volkswagen area dealers. CHR.MSPORD.—Cambridge Motors, Springfield Rd.

SPECIALISTS CARS. FOR - NEW CARAVANS COMMERCIAL

VOLKSWAGEN—Continued
COLCHESTER.—Service Garage (South Bastern),
Ltd., 85, East Hill. Tel. Colchester 2772. Distri-

CROYDON.—Donald Vince & Co., Ltd., 158-162, London Rd. Croydon 1147/8. Retail dealers.

CROYDON.—H. Harmer Car Sales, Ltd., 444-6, Brighton Rd. Tel. Uplands 8629. Distributors.

EPSOM (Surrey).—Bradstock Motors, Ltd., Chase Rd. Tel. Epsom 56867. Volkswagen efficial

FOLKESTONE.-C. L. & H. L. Bfundell, Ltd Christchurch Rd. & Bouverie Rd. West. Folke stone 2726 & 5669. Main dealers.

HAMPSTEAD N.W.3.—Walter Scott Motor Co., Ltd., 59, College Cre: cent. Tel. Pri. 4466. HASTINGS AND ST. LEONARDS.-W J. Hart Motors, Ltd., 61. Western Rd. Hastings 4146 & 8933 East Super main aget to

HENLEY ON THAMES -Lewin & Sargeant, 58. Reading Rd 1el 902. Volkswagen area dealers. HILLINGDON (Midda) —Griffin Motors (Uxbridge).

HUxbridge Rd. 7el. Uxbridge 8331. Volkswagen

TLPORD (Essen).—Louford Garage, Illord Lane. Tel. TPSWICH -McNamars Motors, Ltd., St. Helens St. Tel 56363 (4 1988) Distributors.

LEICESTER.—Bridge Motor Works, Ltd., Abber LONDON, W1.-Nash Concessionaires, Ltd., Albany

LONDON, W1.-Stratstone, Ltd., 40, Berkeley St. LONDON, E 11. -- Motor Exchange (Leytonstone), Ltd. 705-71 High Rd., Leytonstone, Leyton-stone 6441, Stocking dealers.

LONDON, S W 12.—Kiddey's Garage, Harberson Rd. Bedford Hitt Tel Ba.ham 2531. Retail dealers LONDON S W 19 - Rim Autosales, 66-68, Hartfield Rd., Wimbledon, Tel. Cherrywood 1615, Volka-wagen area dealers.

LUTON (Beds) -Lyndhurst Motors, Ltd., 394-3, Dunstable Rd Tel. 2140. Volkswagen retail

MAIDSTONE (Kent).—Maidstone Car Sales, 68, Ashford Rd Tel. Maidstone 2744. Volkswagen

PEMBURY (Kent).—Woodsgate Motors, Ltd., Hast-inus Rd. Tel Pembury 130. Volkswagen dealers. PLYMOUTH.-Vospers M.tor House (Plymouth), Ltd., City Centre Tel. Plymouth 64277,8/9.

READING.—Royal Berks Motor Co., 35-43, RIPLEY (Surrey) -Colborne Garage, Ltd., Ripley Tel. Ripley 2361/2 Volkswagen distributors.

RUISLIP (Middri.-Lido Garages, Bury St. Tel. SOUTHAMPTON -- Modern Light Cars. Ltd., 110-112, Louge Rd. Fe. 2282s. Distributors.

SOUTHAMPTON.—Revis Car Sales, Ltd., 9-27, New Rd Tel 22334 Volkswagen stockists.

SOUTH KENSINGTON, S.W.T.—European Cars, Ltd., 129, O.d Brompton Rd. Fremantie 7711.

ST ALBANS.—Butler's Motors. Hatfield Rd., Caven-dish Rd. St Albans 54558 & 54438. Area dealers. TORQUAY (Devon).—Lisburne Garage, Babbacombe

WELLINGTON (Somerset).—Clifford J. Jennings, Ltd 23. High St. Tel. Wellington 2786. Main

WESTCLIFF-ON-SEA - Chalkwell Motor Co., Ltd. 684-6, London Rd. Leigh-en-Sea 78247, Dealers WINCHESTER (Hants).—Westcombe Motors, Ltd., City Ld. Tel Winchester 4174. Retail dealers.

WORTHING.—West Bussex Motors, 58-62, Portland Rd. Tel 272. Vo.kswagen main dealers.

WOLSELEY
A BERDEEN.—Town & County Motor Garage, Ltd.,
19. Justice Mid Lane. Tel. Aberdeen 22385. Dis-

A DDINGTON (Surrey).-L. F. Ward (Addington). Ltd., 215, Selsdon Park Rd. Addiscombe 8941.

A SHFORD (Middx).—Herbert & Mills, Ltd., Church Rd. 1el. 2960 Retail dealers A SHFORD (Middx) - Herd's Garage & Engs. Co., Ltd., 404 Staines Rd. West Tel. 2084 & 3906.

A YLESBURY (Bucks) .- The Bucks Motor Co., Ltd., 24-26 Great Western St. Aylesbury 2264, BATH.—The Bath Garages, Ltd., James Street West. Tel. Bath 3255 (5 lines). Distributors.

BATLEY (Yorks.) -Stan Griffiths, Ltd., Bradford Rd. Tel Batley 1273. Retail dealers. BLANDFORD (DOTSet).--R. E. Evans & Son. Tel. Blandford 516. Retail dealers.

BOGNOR REGIS.-W. Jones & Sons, Lennox St. Tel. Bognor 2166 Main agents. BOURNEMOUTH.—Edwards & Co. (Bournemouth), Ltd. 189-193, Old Christchurch Rd. Tel. 1272.

BRADFORD.—Eric S. Myers, Ltd., "No Worry

CHEAM.—Chean Motor & Engineering Co., Ltd. Ewell Road. Vigitant 0125/6/7. Retail dealers. CHELTENHAM (Gios.) -Regent Motors (G. Readings, Ltd.). Regent 5t Tel. 2041 (4 lines) Retail

CHRISTCHURCH (Hants.).—Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd. Tel. High-

COLNE.-D. Kitchen, Ltd., Atlas Garage, Skipton CROYDON (South). -C W. J. Coles (Croydon), Ltd., 18. Blunt Rd. Tel Croydon 0074/5.

CROYDON.—Moore's Presto Motor Works, Ltd., Tam-worth Rd. and Deroy Rd. Croydon 6004 (8 lines).

DENHAM (Bucks.) - Denham Service Station, Ltd. Oxford Rd Denham 2266. Retail dealers. DEWSBURY (Yorks.).—Stan Griffiths, Ltd., Sentine Garage, Ravensthorpe. Dewsbury 3440/1. Retai

DORKING.—Dorking Motor Co., Ltd., Reignte Rd. Tel. Dorking 2256/8. Main dealers.

EAST HAM. E6.-Traynor Motors, Ltd., 133-135, High Street South Grangewood 2530/5834, Retail

East-RIGH (Hants).—Station Garage. Tel East-Elegh 2061. Wolseley retail dealers. ENFIELD (Middx.)—D J. Shepherd & Co., Ltd., 434-6, Hertford Rd. Howard 1651. Retail dealers. FERNDOWN (Dorset).—Baker Bros. (West Moors). Ltd., Station Rd., West Moors. Ferndown 95. Retail dealers.

FINCHLEY, N.S.—Pope's of Finchley, 39-45, Ballards Lane. Tei Finchley 0113/7. Wolseley retail.

HALSTEAD (Kent).—C R. Wood & Son, The Re-treat Garage, Polhill. Badgers Mount 247. Agents, HAMPSTEAD, N.W.S.—Rowland Smith (Motors),

KEW GARDENS, Richmond (Surrey).—Westons Garage (Kew), Ltd., North Rd. Prospect 4479.

L ONDON, W.1.-R. Hardy & Son, 55, Marylebone High St. Hunter 0942 Retail dealers. LONDON, W.1.-K. D. M. & Cherrington, Ltd., 9.
Alpermarie St. Tel. Grosvenor 5551. L ONDON, W.1.-S. Morris & Co., 40, Conduit St. Regent 0424 (6 lines) Agents.

LONDON, W 1.—Philip Rickards, Ltd., 4, Brick St... LONDON, N.2.-Lyttelton Garage, Lyttelton Rd., Hampitead Garden Subura. Spe. 3500 Retail LONDON, N.S.-Lyne Frank & Wagstaff, Ltd., 163, Tottenham Lane Crouch End. Mountview 4001

ONDON, N.W.3.—Blue Star Garages, Ltd., 617, Finchley Rd. Hampstead 2254 (5 lines). Retail

LONDON. S.E.10.—East Greenwich Carage, Ltd., 49-58. Trafelsar Road Greenwich. Tel Gre 4776/7. CONDON, S.E. 24 — Ceorge Caberne, Led., Herne Hill Rd Tel Bristen 2041/8/9. CONDON, S.E. 26. — Hiller Motors, Ltd., 144-156, Dartmouth Rd. Porced Hill 3851/2 & 2432. Retail

ONDON, S.W 1.—Clarke & Sumpson Ltd., 49. Steams Square Sloans 0456/7/8 Rotail dealers. ONDON, S.W S.—Tankard & Smith (Cheisen), Ltd., 194-198, King's Rd. Flaxman 4801 (S. lines),

LONDON, S.W.S.-R. C. Wimbush, Ltd., 513, Earls Court Rd Tel Fremantic 8401. ONDON, SW.6 -- Tanner Bros. Motors, Ltd., (Est., 1918), 871-5. Fulham Rd. Renown 4494,6. Retail

L ONDON, S.W.7.—Brew Brothers, Ltd., Old Brompton Rd S Kensington Pre 3333 Retail dealers. LONDON, 6 W 7 -Le Orice Elers, Ltd., 107-109, Old Brompton Rd. South Kentington Ken 2477 L ONDON S. W 12.—H. W.H. Engineering Co., Ltd., Beecholme Garage. 39. Nightingale Lane. Bat. 4051. Retail doe.ers

L ONDON. S.W.16.—Bertram Cowen, Ltd., 1-3, Her-mitage Lane, Streatham Pollards 2100. Retail

ONDON S W.17.—Barkers Motors (London), Ltd., 209. Balbam High Rd. Ba.ham 6666. Retail LOUTH (Lines), -O. Harniess, Louth Motor Garage, Queen St. Place Tei 341. Retail dealers

NEWCASTLE-UNDER-LYME (Staffs) Henry Pare & Son. Ltd. Brunswick St. Newcastle 67321/2.

PUTNEY, S.W. 15.—Robbins of Putney Ltd., 56 & 66.
Upper, Richmond Rd. Putney 7881/5. Upper, Richmond Rd. Putney 7821/5.

RICHMOND.—The Stack Horse Garage (Richmond),
Ltd. 174-6, Sheen Rd. Tel. Richmond 6441/5.
Retail dealers

R CCHDALE -Ratcliffe Bros., Mount Oreen Garage,

SALISBURY.—Wessex Motors, New St. Tel. SHEFFIELD.—Reeley Bridge Oarage, Ltd., Rd. Tél. 52404/5. Wolseley retail dealer

SLOUGH. George Bate (Garages), Ltd., 153, Bath Rd Tel Burnham 200, Wolseley designs. SLOUGH.-Wilcox (Stough), Ltd., Morris House, Chandos St. Tel 24181/2, Retail designs.

SOUTHAMPTON -Clifford Sales, Ltd., 52-74, New Rd. Tel. Southampton 28271/2. Wolseley retail dealers. SOUTHAMPTON. -H. C. Dobbs, Ltd., 117, Lodge Rd. ST. HELENS (Lancs).-McLean & Appleton, Ltd., Prescot Rd. Tel 2253

TEDDINGTON (Middx) -Guy Salmon (Teddington). Ltd., 29-31, High St. Tel. Eingston 1193. TOLWORTH (Surrey).—Blue Star Garage, The Broadway, Tel. 0048. Wolseley stockists.

WALLINGTON (Surrey),-Jack Rose, Ltd., Stafford

WARRINGTON.—Hawthorns Motor & Engineering Co. (Colins Green). Ltd., Penny Lane, Collins Green. Newton-le-Willows 2356 Relail dealers. WIMBLEDON, S.W.19 -Jarvis & Sons, Ltd., Morris House, Morden Rd. Liberty 8221-8. Retail

Winsford 2241/2 Day. 5230 Night. Area dealer, YORK.-Micklegate Motor Co., Ltd., Micklegate fler York Tel. 25398. Retail dealers.

BLUEBIRD-Continued SHEPPERTON (Middx: Anthony Bruton Caravans, Ltd., Marshalls Corner, Walton Bridge Cross Rds. Walton-on-Thames 4333. Distributors.

SKEGNESS (Lincs). -Seaways Caravans. Tel. Skeg-ness 1173. Bluebird distributors.

BERKELEY-Continued ST. ALBANS. St. Albans Caravas Centre. Ltd., Park St. Tel. Park St. 2291/2. Distributors.

CAMBRIDGE—Cambridge Caravans, 246. Newmanket Rd. Tel. Cambridge 3095. Alperson distributors, HAYWARDS HEATH (Sussex).—Welford Caravans, Ltd. A25 Main London-Brighton Rd. Warninglid

INVERNESS.—Greig's Caravans Sales & Service. Clachnaharry, Tel. Inverness 581. Alperson distric-ONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree Herts. Elstree 1165 & 1364. Dis-tributors & agents.

OXFORD.—Summertown Caravans, 285, Banbury Rd. Tel. Oxford 59262. Alperson agents.

ST. ALBANS.—St. Albans Caravan Centre, Ltd., Park St. Tel Park St. 2291/2. Distributors. WEMBLEY.-Venture Caravans. 27-31, Court Parade, East Lane. Tel. Arnold 5564 & 7737.

L ONDON.-London Caravan Co., Ltd., Barnet By-tributorz & agents.

BERKELEY CAMBRIDGE.—Cambridge Caravans. 246. Newmarket Rd. Tel. Cambridge 3095. Berkeley distributors. CARLISLE.—Border Caravans. Moorville. Tel. Carbiste 22723. Distributors.

HURST GREEN (Sussex).—Covell's Caravans, Tel. Hurst Green 260. Berkeley agents. ONDON London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1563. Dis-troutors & agents. TEDDINGTON.—Surrey Caravan Co., Waldegrave Rd. Tel. Popesgrove 7643.

WATFORD.—Southern Caravan Distributors (Bushey), Ltd., School Lane, Bushey, Tel. Bushey 1086. Distributors.

WEMBLEY.-Venture Caravans, 27-51, Court Parade, East Lane. Tel, Arnold 5564 & 7737.

BOGNOR REGIS. -Copthorne Caravans, Copthorne Site, Rosegreen Rd. Pagham 408. Bluebird main

BRADFORD, North Western Caravan Co. (Bradford), Ltd., Odsal Top. Bradford 78663, Bluebird dis-

CARLISLE. Border Caravans, Carlisle 22723, Distributors,

HURST GREEN (Sussex).—Coveil's Caravans. Hurst Green 260. Bluebird agents. L ONDON.—London Caravan Co., Ltd., Barnet By Pass, Elstree, Herts. Elstree 1165 & 1564. Die

RAINHAM (Kent).—Caravan Department, Gillingham Tyres. Ltd., Maidstone Rd. Rainham 81672. SAWBRIDGEWORTH J. Dixon & Son (Garages). Ltd., High Wych. Sawbridgeworth 2072 (2 lines).

ST. ALBANS - St. Albans Caravan Centre, Park St. Tel. Park St. 2291/2. Distributo WEMBLEY.—Venture Caravan, 27-31, Court Parade,
East Lane. Tel. Atnoid 5564 & 7737.
WESTON-SOPER-MARE.—Weston Caravan MisWeston 2550 & 5340. Somerase distributors.

CAMPMASTER FORD.—Southern Caravan Bushey), Ltd., School Lane, Bushey. Tel. 1086. Distributors. WATFORD.

CARABODE
WALTON-ON-THAMES.—Carahomes,
St. Tel. 5903. Carabode conces 43-45. Church

CAR GRUISER Jenture Caravans, 27-31, Court Parada Tel, Arnold 5564 & 7737.

HAYWARDS HEATH (Sus-ex),—Welford Caravans, Lid., A23 Main London-Brighton Rd. Warning M.

LONDON.—London Caravan Co., Ltd., Barnet By-Pass. Elstree, Herts. Elstree 1165 & 1364. Dis-

COMMERCIAL VEHICLES CARAVANS 8 CARS. **SPECIALISTS** FOR - NEW

COMMERCIAL

WITHAM (Essex).—Parion Products, Ltd., Parion House, High St. Tel. Witham 3328. Commercial

COUNTRY LIFE

MAIDENHEAD (Berks).—X.L. Caravans. Ltd., Blue Star Garage. Tel. Maidenhead 2747. ROMSEY.—The Country Life Caravan Co., Ltd. Tel. Romsey 5185/6/7. Country Life distributors. WEMBLEY .- Venture Caravans, 27-31, Court Parade,

BRADFORD.—North Western Caravan Co. (Bradford), Ltd., Odsal Top. Bradford 78685. Cresta dis-

CARLISLE.—Border Caravans, Moorville. Tel. Car-lisle 22723. Distributors. SKEGNESS (Lincs).—Seaways Caravans. Tel. Skeg-ness 1173. Cresta distributors.

DAVAN WESTON-SUPER-MARE.—Davan Caravans. George's. Tel. Weston-super-Mare 3433. Man

DEVON CARAVETTE

LONDON, W.1.—Stratstone, Ltd., 40. Berkeley St. Tel. Mayfair 4404. Devon Caravette distributors. TORQUAY (Devon).—Lisburne Garage, Babbacombe Rd. Tel. Torquay 7041/2. Devon Caravette manu-

DONNINGTON

ST. ALBANS.—St. Albans Caravan Centre, Ltd., Park St. Tel. Park Street 2291/2. Distributors.

YEOVIL, Nr.-Camel Cross Motors, West Camel. Marston Magna 383. Distributors Somerset, Dorset.

ECCLES BRADFORD.—North Western Caravan Co. (Bradford), Ltd., Odsal Top. Bradford 78663. Eccles

CARLISLE.—Border Caravans, Moorville. Tel. Car-lisle 22723. Distributors. INVERNESS.—Oreig's Caravans Sales & Service.
Clachnaharry. Tel Inverness 581. Eccles distribu-

SHEPPERTON (Middx).—Anthony Bruton Caravans.

Ltd., Marshalls Corner, Walton Bridge Cross Rds.

Walton-on-Thames 4393. Distributors.

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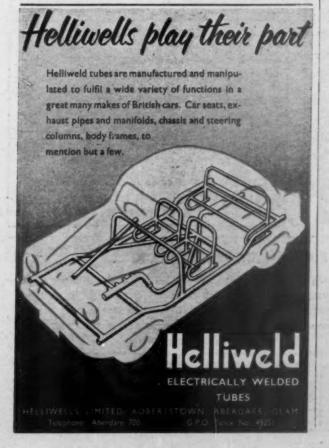
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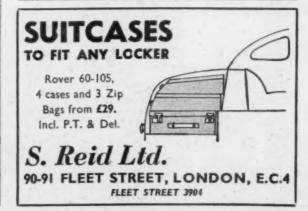
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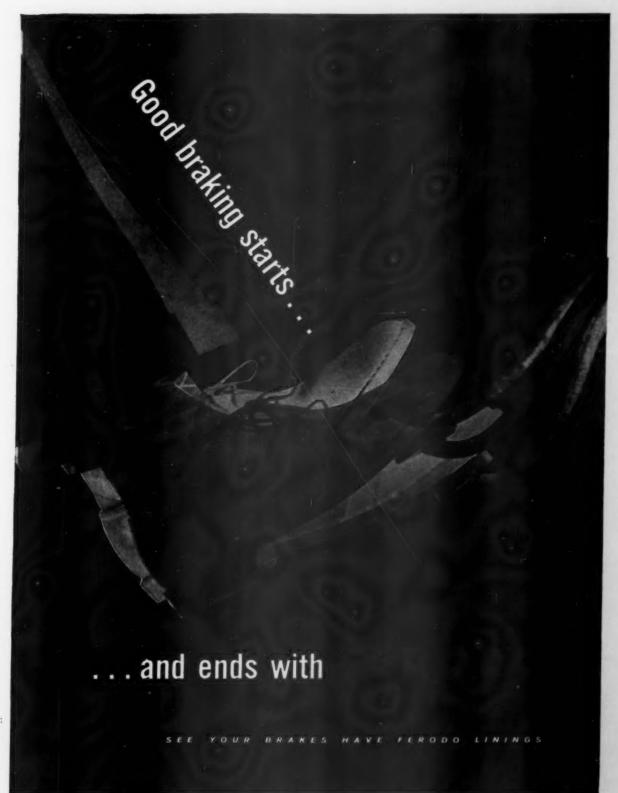
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